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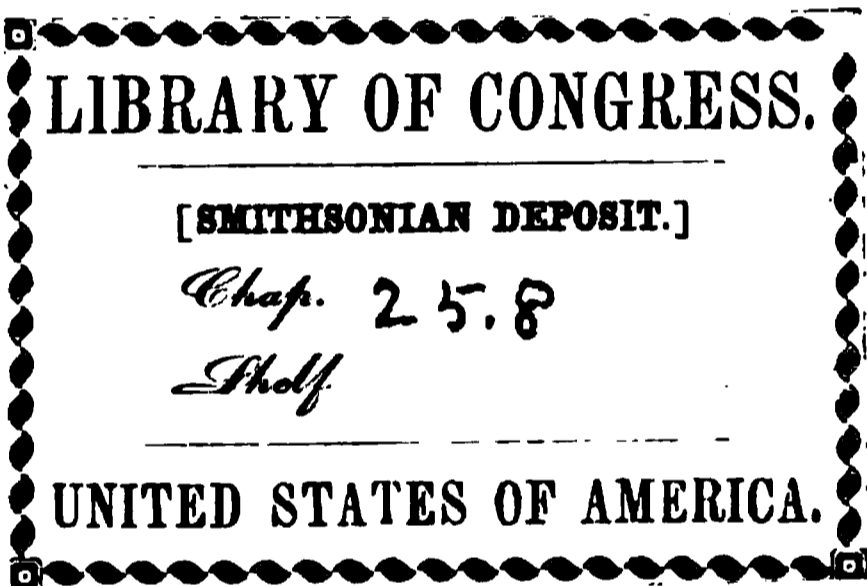
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PUBLIC DOCUMENTS

OF

MASSACHUSETTS:

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BEING THE

ANNUAL REPORTS

OF VARIOUS

Public Officers and Institutions,

FOR THE YEAR

1866.



PUBLISHED BY THE SECRETARY OF THE COMMONWEALTH,

Under authority of Chapter 4 of the General Statutes.



VOL. IV.

Nos. 18 to 37.

BOSTON:

WRIGHT & POTTER, STATE PRINTERS,

No. 4 SPRING LANE.

1867.

S. D. 1868

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TWENTIETH ANNUAL REPORT .

OF

THE TRUSTEES

OF THE

STATE REFORM SCHOOL:

WITH THE

SEVENTH ANNUAL REPORT

OF

THE TRUSTEES

OF THE

NAUTICAL BRANCH.

B O S T O N :

WRIGHT & POTTER, STATE PRINTERS, .

No. 4 SPRING LANE.

1867.

REFORM SCHOOL.

Board of Trustees : Officers and Committees.

PRESIDENT.

HENRY CHICKERING.

SECRETARY.

JOHN AYRES.

TREASURER.

GEORGE C. DAVIS.

EXECUTIVE COMMITTEE.

HENRY CHICKERING, JOSEPH A. POND,
JOHN AYRES.

SCHOOL COMMITTEE.

HENRY CHICKERING, JONES S. DAVIS,
JOHN AYRES.

FARM COMMITTEE.

GEORGE C. DAVIS, E. A. GOODNOW,
JOHN AYRES.

Commonwealth of Massachusetts.

TWENTIETH ANNUAL REPORT

OF THE

TRUSTEES OF THE STATE REFORM SCHOOL.

*To His Excellency the Governor and the Executive Council of
the Commonwealth.*

The Trustees of the State Reform School, at Westborough, offer you their Twentieth Annual Report, together with the Reports of the Superintendent, Treasurer, Physician, and the heads of the three family houses, giving a detailed account of the affairs of the institution for the past year, and of its present condition.

The class of boys for which this institution was established, becomes continually larger as the population increases, and is recognized in all our large cities as the most dangerous among us, and from which are continually developed the burglars, pickpockets and incendiaries, who keep our community in constant alarm. To deal with these boys in such a manner as to reform them, and place them where they can be made respectable men, is the end to which all our efforts are aimed. In doing this, we endeavor to maintain in the institution, as nearly as may be, such rules and discipline as generally obtain in large and well regulated families; abstaining as much as possible from any display of brute force in obtaining obedience;

and governing, so far as we can, by kindness and good will; trying to make the boys realize that the State has done its best to provide them with a *home*; as our personal examinations of the places where they have lived convinces us that, in three-fourths of the cases, they have never had a residence worthy of that name.

The experience of past years confirms us in the views formerly advanced in relation to the great advantage of the family over the congregate system; and we feel sure it would add very much to the usefulness of the institution to increase the number of families, either by erecting more houses on our present grounds, or establishing such, in connection with it, in some of the more distant counties. In the latter case, the tried and trustworthy boys of the school could be placed in them, and thus be brought near those with whom we desire to place them; and farmers and mechanics in distant parts of the State would thus be able, without much outlay of time or money, to visit those schools and supply themselves with the help they need, and which they are at present often deterred from doing by the expense of a long journey to this place. An arrangement of this kind would, we think, enable us to place more of our boys among farmers and mechanics remote from large cities, where temptations to crime are much less numerous, and where they would be so far from their former evil associates that they would seldom be brought under their influence again, and where their parents would not find it so easy to get to them, and seduce them from their situations. We have had much trouble from the interference of the parents, when we have, after considerable difficulty, found good places for their boys in the country, and we trust some measures may be taken to prevent such interference in future, as it is a constant drawback on the good results of our labors.

The establishment of additional family schools would also enable us to receive more boys, and relieve us from the necessity of desiring the committing officers, for a large part of the year, to refrain from sending any boys to the school, as we are now continually obliged to do.

The Trustees have long felt the desirableness of turning as much of the labor of the boys as possible to agricultural pursuits, and especially to gardening, and have, therefore, been yearly

extending the grounds devoted to this purpose, and raising thereon a large variety of vegetables and small fruits. We have a tract of about forty acres of plain land, easy to cultivate, and admirably adapted to this purpose; and we have now a vegetable and fruit garden of about thirty acres, which, we think, will compare favorably with any garden of its size in the county. The returns of the crops herewith rendered will show how successful we have been in our cultivation the present season. We were particularly favored in our crop of strawberries, which brought us quite a sum of money; while many of the other articles we have produced are largely consumed by the inmates of the school as food. We have also raised a good crop of grapes, and have grown new vines enough the present year to double our number for the coming season. We are convinced by experience that boys placed with farmers in the country are almost certain to do well, and if not disturbed by their parents they generally become steady, respectable men; while those placed in large towns and cities are about equally sure to return to their former evil habits. By employing our boys in gardening, we gradually form in them a love for such labors, and, at the same time, we prepare them to be useful at once to the farmers with whom we so much desire to place them.

Desiring to do our part in carrying out the views of the Secretary of the Board of Agriculture in relation to raising pure-blooded stock, we have endeavored to confine ourselves to Ayrshires. We have for many years past kept only pure Ayrshire bulls, and by raising all of our promising heifers, and keeping this end in view in our necessary purchases, we have now an excellent lot of cows and young stock of that fine breed. They have proved excellent milkers, are hardy, and are easily kept, doing very well on common feed; and in future, we hope to make a sale of such as the wants of the institution will enable us to spare, at such prices as will prove remunerative, as well as do something toward raising the quality of cattle in the State.

We are constantly receiving information of the good behavior of boys who have been here, and who are now earning their living by honest labor; thus rewarding the State for her kind care of them by giving her a good citizen in place of an occupant of her prisons, as would almost inevitably have been the

case had it not been for the restraint and instruction given them in this school.

The health of the inmates has been very good the past year, only two deaths having taken place among them, one of which was a case of accidental drowning.

The Trustees are constantly endeavoring, by every means in their power, to increase the receipts for the labor of the boys, but, as yet, are unable to find anything more remunerative for those in the congregate department than their present employment of seating chairs. The peculiar kind of labor we have to offer, renders it impossible to employ it in most of the common pursuits, and we are not always able to find sufficient chair-work to employ all our large boys; and during the summer we have had a considerable number of them working on the farm and garden, in addition to the boys of the family schools.

In common with others, we have been severely troubled during a part of the past year by the prevailing disease of cholera among our swine, brought in by animals purchased at Brighton, causing the death of upwards of sixty hogs and pigs, and compelling us, in order to avoid the infection, to remove our piggery to a new location; thus requiring an outlay of about a thousand dollars for removal and necessary repairs, besides the loss of stock, which cannot be estimated at less than one thousand dollars more.

The great advance in price of wages of teachers and others has caused frequent changes in our employés, to the prejudice of the interests of the school, as we are not able to pay such salaries as are offered in other places; still, the schools have gone on prosperously the past year, and all has been done, so far as we could, to keep up the standard of education among the boys.

We have had our usual Sunday school, and preaching once each Sunday by the various clergymen in our neighborhood. An efficient corps of teachers for our Sunday school have, as usual, come to us from the village of Westborough every Sunday, for which labor of love they merit and receive our cordial thanks.

The whole number of boys in the school at the beginning of the year was 312; we have received since, 190, and have placed out and discharged 170; leaving 332 now here.

We think the institution the past year has been successful. The labors of the Superintendent and Assistant-Superintendent, which are very arduous, have been faithfully performed; and, in this respect, we feel that we are favored by having persons in those very important positions who are so well qualified for their places. Our other officers have also been faithful to their trusts, and have generally performed their duties in a satisfactory manner. The heads of our family schools have, by their ability, energy and faithfulness, contributed largely to bring about the favorable results of the year.

JOHN AYRES.
E. A. GOODNOW.
GEO. C. DAVIS.
H. CHICKERING.
PLINY NICKERSON.
JOSEPH A. POND.
JONES S. DAVIS.

T R E A S U R E R ' S R E P O R T .

*To His Excellency the Governor and the Executive Council of
the Commonwealth.*

The Treasurer of the State Reform School respectfully presents his Twentieth Annual Report.

He charges himself for the fiscal year ending 30th September, 1866, as follows:—

For cash on hand, per last report,	\$579 34	
November 25th, 1865,—for amounts received from the State treasury,	\$4,915 32	
January, 1866,—for amounts received from the State treasury, balance of appropriation for 1865,	4,534 98	
	<u>9,450 30</u>	
For amounts received from the State treasury,—		
April, 1866,—Appropriation for 1866,	\$13,400 35	
June, “ Do. do.	14,904 03	
October, “ Do. do.	13,503 45	
	<u>41,807 83</u>	
For amount received for labor of boys,	\$3,595 96	
sundries sold from farm and garden,	3,837 70	
sales from the institution and sund- ries,	1,223 86	
	<u>8,657 52</u>	
	<u>\$60,494 99</u>	
Balance due the Treasurer on current expenses,	1,023 42	
	<u>\$61,518 41</u>	
For amounts received of cities and towns for sup- port of boys, per schedule,	8,025 14	
	<u>\$69,543 55</u>	

And he credits himself for the following

PAYMENTS.

For provisions and groceries,	\$19,208 81	
clothing,	2,875 42	
leather and tools for shoe-shop,	611 84	
fuel and lights,	6,620 41	
general repairs,	1,604 19	
salaries and wages,	11,845 60	
furniture,	1,022 28	
bedding,	209 56	
school-books and stationery,	545 00	
postage and revenue stamps,	73 01	
hospital expenses,	43 85	
trustees' expenses,	136 20	
farm expenses,	9,797 05	
R. R. transportation,	302 72	
travelling expenses,	194 20	
miscellaneous,	1,000 52	
	<hr/>	
	\$56,090 66	
Paid State treasurer amount received for sales, labor of boys, and sundries, since January,	5,427 75	
	<hr/>	\$61,518 41
Paid to State treasurer amount received for the support of boys,		8,025 14
		<hr/>
		\$69,543 55

"DETAILED" STATEMENT OF EXPENSES.

Provisions and Groceries include

Flour, 621 barrels,	\$7,588 62
Rye meal, 158½ bushels,	228 10
Indian meal, 898 bushels,	928 80
Malt, 4 bushels,	13 00
Crackers, 9 barrels., buns 210 sheets \$25.20,	70 20
Buckwheat, 2 bags,	11 75
Rice, 213 pounds,	22 62

Hominy, 520 pounds,	\$26 35
Beef, 32,438 pounds, Butchering \$28.58, . .	4,083 03
Pork, 6 barrels,	230 20
Veal, 128 pounds,	22 04
Tripe, 100 pounds,	10 00
Mutton, 2,057 $\frac{3}{4}$ pounds,	214 25
Ham, tongue and sausages, 205 $\frac{1}{2}$ pounds, . .	49 91
Fish, 4,793 pounds,	426 30
Oysters, 10 gallons ; clams, 7 bushels, . .	36 15
Poultry, 397 pounds,	101 53
Lard, 843 pounds,	226 18
Molasses, 2,233 $\frac{1}{2}$ gallons,	1,208 77
Sugar, 3,487 pounds,	614 83
Coffee, 186 pounds,	54 00
Tea, 119 pounds,	128 72
Chocolate, 479 pounds,	245 00
Barley coffee, 1,988 pounds,	163 38
Eggs, 230 dozen,	84 08
Butter, 2,792 $\frac{1}{2}$ pounds,	1,271 74
Cheese, 351 pounds,	75 79
Potatos, 63 $\frac{1}{2}$ bushels,	68 75
Beans, 103 $\frac{3}{4}$ bushels,	240 31
Apples, 7 barrels,	14 00
Vegetables from boys' gardens,	22 36
Vinegar, 28 gallons	11 20
Filling ice-house,	50 00
Soap, 1,626 pounds,	193 86
Potash, 1,160 pounds,	110 03
Salt, 36 sacks,	107 42
Sago, 50 pounds ; corn starch, 80 pounds, . .	18 15
Saleratus, 284 lbs., \$29.08 ; cream tartar, \$13.75,	42 83
Pepper, 50 pounds,	17 50
Mustard, gelatine, nutmegs, and other spices, .	21 42
Raisins, 5 boxes ; oranges, 1 box,	47 45
Peanuts, candy, and lemons for holidays, . .	61 73
Sundry small groceries,	19 90
Dried apples, 62 pounds ; prunes, 150 pounds, .	36 56

\$19,208 81

Clothing includes

Satinets, 306 $\frac{3}{4}$ yards,	\$269 20
Cottonade, 981 yards,	473 76
Cotton cloth, 1,763 $\frac{1}{2}$ yards,	513 60
Cotton flannel, 188 yards,	62 98
Ticking, 132 $\frac{1}{2}$ yards,	52 89
Silicia, 330 yards; cambric, 54 yards,	112 31
Linen, 10 yards,	6 50
Making and trimming 45 jackets,	104 50
Caps, 34 dozen,	331 50
Straw hats and binding,	8 10
Handkerchiefs, 18 dozen; cravats, 3 dozen,	39 75
Suspenders, 21 $\frac{1}{2}$ dozen,	80 75
Stockings, 26 $\frac{1}{2}$ dozen,	86 02
Yarn, 100 pounds,	135 00
Shoes and strings,	288 70
Combs, 48 gross,	42 48
Thread, linen, 82 pounds,	116 78
Do. cotton, 5 "	9 60
Needles, 6 M,	14 75
Buttons, 108 gross,	114 60
Repairing sewing machine,	7 35
Sundries,	4 30
	<hr/>
	\$2,875 42

Leather and Tools used in Shoe-shop include

Leather, 660 $\frac{3}{4}$ pounds,	\$278 20
" 1,117 $\frac{1}{2}$ feet,	288 75
Shoe-thread, 6 lbs.,	7 20
Pegs, 32 quarts; nails, 50 lbs.,	7 80
Rivets and burrs, 6 lbs.,	5 28
Oil and blacking, 8 gallons,	14 25
Shoe-bench and small tools,	10 86
	<hr/>
	\$611 84

General Repairs include

Labor and materials,	\$902 69
Steam-pipe, fitting and repairing,	144 01

Repairing steam-pumps,	\$119 94
Carpenters' and machinists' tools,	20 71
Locks and repairing,	19 50
Paper hangings,	21 22
Paints, oils, &c.,	49 48
Paint-mill,	4 00
Whitewashing and mason-work,	73 15
Glass,	115 00
Pump, lead pipe, and plumbing,	111 39
Gas fixtures and expenses on mixer,	23 10
	<hr/>
	\$1,604 19

School-Books and Stationery include

School-books,	\$87 39
Library books and maps,	91 41
Walton's tables,	10 00
Writing books, 49½ dozen,	76 50
Paper and envelopes,	60 40
Blank books, circulars, and memorandums,	83 00
Pencils, 12 doz. ; pens, 11 gross ; crayons, 6 gross,	31 25
Ink, 18 quarts,	10 00
Slates, 8 dozen ; pencils, 3 M,	29 85
Daily Advertiser, for 1866,	12 00
Evening Transcript, one month,	1 00
North American Review, Atlantic Monthly, and Young Folks, for 1866,	10 00
Country Gentleman, for 1866,	2 50
Working Farmer, for 1866,	1 00
Massachusetts Ploughman, for 1866,	2 50
New England Farmer, for 1866,	2 50
Youth's Companion, 12 copies, for 1866,	12 96
Little Pilgrim, 10 copies, for 1866,	5 00
Sabbath School Gazette, 12 copies, for 1866,	8 00
Child's Paper, 12 copies, for 1866,	1 50
Child's World, 12 copies, for 1866,	1 44
Child at Home, 12 copies, for 1866,	2 00
Student and Schoolmate, 6 copies, for 1866,	7 80
	<hr/>
	\$545 00

Furniture includes

Carpeting, 42½ yards,	\$80 75
Napkins,	16 50
Crash, 120 yards,	20 09
Curtains and fixtures,	2 79
Shears, 14 pairs,	8 90
Tables, 8,	23 00
Bureau, \$6.50 ; rocker, \$3.25,	9 75
Mirrors, 4,	20 25
Clothes-baskets, 12,	15 00
Brooms, 36 dozen ; brushes, \$7.25,	125 75
Scrubbing brushes, 10 dozen,	33 68
Repairing furniture,	35 70
Lounge, 1,	21 00
Framing pictures,	8 50
Combs and hair-brushes,	11 38
Clock, 1, and repairing,	10 18
Mats, 12 ; pails, 6 dozen,	48 80
Tubs, flour-sifter, and other wooden ware,	19 45
Chimneys and lamps,	42 79
Tin and iron ware,	89 15
Knives and forks,	67 17
Tea scale, \$3 ; spoons,	5 75
Crockery and glass ware,	249 84
Stoves, 2 ; coal-hods, and repairing,	50 23
Sundry small articles,	15 98
	<hr/>
	\$1,022 28

Bedding includes

Sheeting, 268 yards,	\$100 77
Straw, 11,439 pounds,	79 99
Curled hair and feathers,	28 80
	<hr/>
	\$209 56

Fuel and Lights include

Coal, 505½ tons,	\$5,908 10
Kerosene, 685½ gallons,	562 14
Oil, 41½,	79 28

Wood, 9½ cords,	\$57 25
Charcoal, 6 barrels,	5 40
Wicks and matches,	18 29
	<hr/>
	\$6,620 41

Farm Expenses include

Grass seed,	\$100 25
Garden seeds,	73 51
Corn to plant, 11 bushels,	17 10
Potatoes to plant, 23 bushels,	18 85
Asparagus roots, 7,700,	77 00
Grape roots, 390,	153 12
Poles for vines, 803,	17 10
Blackberry bushes, Dorchester seedling, 500,	80 00
Raspberry bushes, Franconia, 500,	80 00
Strawberry plants,	3 56
Shade trees and shrubs,	140 85
Landscape gardening,	19 80
Plants and flower seeds,	13 05
Apple trees, 38, and peach trees, 100,	53 00
Ashes, 850 bushels,	119 00
Sup. Phos. of lime, 3,132 pounds,	69 29
Refuse hair, 19,379 pounds,	99 59
Bone dust, 3,300 pounds, and grinding,	99 82
Straw, hay and sawdust, for bedding,	47 75
Damaged salt, 4,775 pounds,	23 88
Oxen, 4,	555 00
Cows, 10,	993 00
Swine, 35,	1,021 69
Grain,	1,330 29
Oats to sow, 40 bushels,	37 20
Baskets, 24, \$11.50; measures, \$3,	14 50
Brushes and brooms: branding iron, \$1.40,	5 15
Strawberry boxes, 8 gross,	46 00
Seed sower,	15 00
Scythes, 8; snaths, 2, \$2; and stones,	14 00
Horse rake, Johnson's; hand rakes, 12,	42 48
Hay knife, 1; forks, 4, \$4.50; hatchets, 12, \$9.30,	15 38
Wheel-barrows, 6, and repairing,	24 00

Shovels, 25, \$31.38 ; manure forks, 6, \$20, . . .	\$51 38
Steel rakes, 18 ; hoes, 25,	35 95
Trowels, 12, and flower-pots, 10, \$1.60, . . .	5 10
Repairing ploughs, carts, and other farm tools, .	77 33
Repairing harnesses,	12 93
Whips, oil, cards and bow pins,	10 66
Blacksmithing,	225 81
Drills, sledges, and powder,	53 87
Posts and rails,	20 00
Appraisers,	39 00
Boarding laborers,	882 78
Wages,	3,000 47
Use of oxen,	33 75
Repairing barn,	16 66
Garden lines, \$4.50 ; weeding forks, \$3.50, . .	8 00
Pruning knives, 2 ; and saws, 2,	2 75
	<hr/>
	\$9,797 05

Miscellaneous includes

Expenses in sending boys to friends and places, .	\$33 58
Expenses in returning elopers,	205 10
Conveying Sabbath school teachers to the institu- tion,	115 50
Conveying Board of State Charities and members of the Social Science Association to and from the institution,	30 00
Shoeing horses, and other blacksmithing, . . .	54 58
Covered wagon,	175 00
Repairing carriages,	89 79
Whips, and repairing harnesses,	6 00
Skates and straps,	2 75
Foot balls, marbles and hoops,	13 75
Rope and tan for gymnasium,	13 20
Advertising,	1 50
Coffins, 2,	20 50
Chloride of lime, 415 pounds,	30 91
Copperas, 582 pounds,	14 54
Waste paper, 23 reams,	21 58

Printing bills, and books, and other expenses in collecting support of boys from towns and cities,	\$15 09
Boat and oars,	29 50
Tar, 1 barrel,	4 25
Chair-shop tools,	6 25
Comb-shop tools,	88 65
Wood saws, 2,	3 50
Legal advice,	80 00
	<hr/>
	\$1,000 52

GEO. C. DAVIS, *Treasurer.*

WESTBOROUGH, 30th September, 1866.

We hereby certify that we have examined the foregoing accounts of the Treasurer, and find them correctly cast and properly vouched.

PLINY NICKERSON,
JOSEPH A. POND,
Auditing Committee.

STATEMENT

Of Cash received of Cities and Towns, for support of Boys at the State Reform School, for the year ending 30th June, 1866.

Adams,	\$57 43	Marblehead,	\$58 84
Abington,	17 29	Medway,	3 57
Attleborough,	26 00	Milford,	56 50
Auburn,	1 78	Marlborough,	48 93
Athol,	19 50	Marshfield,	1 43
Barre,	12 64	Mansfield,	18 79
Beverly,	15 64	Nantucket,	18 43
Blackstone,	26 00	Newburyport,	73 00
Boston,	2,826 88	Northampton,	29 43
Brewster,	11 21	New Bedford,	60 65
Berlin,	20 29	North Bridgewater,	46 64
Braintree,	21 00	North Easton,	6 50
Cambridge,	256 93	Plymouth,	192 08
Chelsea,	148 08	Pittsfield,	108 51
Charlestown,	693 16	Quincy,	147 64
Canton,	26 00	Roxbury,	233 07
Cohasset,	24 23	Rockport,	26 00
Cambridgeport,	68 72	Sandwich,	53 29
Danvers,	4 21	South Danvers,	29 50
Dedham,	67 71	Springfield,	266 02
Dorchester,	74 36	Salem,	224 07
Easton,	20 00	Sharon,	16 14
Fall River,	199 57	Somerville,	114 57
Fitchburg,	4 79	Swansey,	18 64
Franklin,	53 42	Stockbridge,	39 00
Foxborough,	17 21	Stoneham,	29 00
Gardner,	9 08	Stoughton,	53 07
Gloucester,	56 50	Sheffield,	10 21
Grafton,	1 50	Taunton,	131 43
Greenfield,	45 29	Waltham,	52 00
Groton,	57 79	West Brookfield,	6 50
Holden,	13 36	Winchester,	104 00
Haverhill,	11 86	West Roxbury,	26 00
Hopkinton,	49 86	Williamstown,	7 64
Lancaster,	19 50	Westfield,	34 49
Lawrence,	76 57	Woburn,	153 57
Lowell,	79 78	Worcester,	119 71
Lee,	28 64	Weymouth,	21 21
Lenox,	52 00	Williamsburg,	10 21
Lynn,	96 30		
Malden,	46 28		\$8,025 14

GEO. C. DAVIS, *Treasurer.*

WESTBOROUGH, September 30, 1866.

SPECIAL ACCOUNT—DEFICIENCY IN 1865.

June 23d, 1866. Amount received of State treasurer
from special appropriation, \$2,030 38

Paid bills as follows:—

U. Montague, stove lining, funnel, and sundries, . .	\$4 43
Gould & Chamberlain, 20 lbs. coffee,	5 60
C. S. Hardy, rivets and repairing wheel-barrows, . .	86
C. Whitney, meal and grain,	68 12
J. Jackson, shoeing horses,	1 65
J. & L. Rice, butchering,	54 50
S. G. Henry, medicine,	40
Wm. J. Eaton, Express business,	1 25
J. A. Goodhue, Chapel services, one Sabbath . .	5 00
Wm. H. Sibley, one thill, and repairing wheel-barrows,	2 75
B. & W. R. R. Co., transportation in December, . .	2 85
Samuel Seaver, wood,	7 44
Moses Pond & Co., repairing range,	29 25
L. B. Palmer & Co., caps, 11 dozen,	113 00
Z. Gleason, vinegar, 84 gallons,	25 20
C. Eames, potatoes,	23 28
Matthew Harlow, use of stone tools,	2 00
Wm. A. Bartlett, sawdust and lumber,	27 60
Wm. D. Martin, returning elopers,	26 15
J. Lovejoy & Co., stair carpet and oil cloth,	14 44
John A. Thayer, conveying S. S. Teachers, Trustees, and Governor and Council,	76 00
T. A. Smith, lime,	4 70
Jos. H. Allen, Chapel services, three Sabbaths, . .	15 00
L. Belknap & Co., 106 lbs. geese,	17 92
Allen Lane & Co., crash and napkins,	23 77
Belknap & Boynton, butter, 258 lbs.	124 22
J. W. Munroe & Co., sugar, potash, &c.,	271 57
Nichols & Noyes, school-books,	81 98
Agr. Br. R. R. Co., R. R. transportation,	14 65
Sanborn, Richardson & Co., cross head valve, . .	20 00
Joseph Allen, Chapel services,	5 00
A. P. Ware & Co., making and trimming jackets, . .	951 82
John Ayres, expenses as Trustee,	22 42

A. P. Ware & Co., sponging cloth,	.	.	.	\$4 26
E. A. Goodnow, expenses as Trustee,	.	.	.	1 80
Henry Chickering, " " "	.	.	.	30 00
				<hr/>
				\$2,030 38

GEO. C. DAVIS, *Treasurer.*

WESTBOROUGH, September 30, 1866.

Boston, Oct. 5th, 1866.—We hereby certify that we have examined the foregoing account of the Treasurer, and find it correctly cast and properly vouched.

PLINY NICKERSON,
JOSEPH A. POND,
Auditing Committee.

LYMAN FUND.

The principal of this is in the same investments as last year, at the nominal value of	\$20,000 00
Amount of income on hand, per last report,	\$569 77
January, 1866.—Received dividend on Boston and Worcester R. R. stock,	830 00
January, 1866.—Received dividend on Fitchburg R. R. stock,	212 00
January, 1866.—Received for sale of old steam-boilers, in part for amount loaned from income, by vote of Trustees: see last report,	748 58
July, 1866.—Received dividend on Boston and Worcester R. R. stock,	300 00
July, 1866.—Received dividend on Fitchburg R. R. stock,	159 00
September, 1866.—Received for use of balance of income,	80 00
	<hr/> \$2,349 35
April, 1866.—Paid Wright & Potter, for printing 700 extra copies Annual Report, 1865,	\$72 10
April, 1866.—Paid sundry bills for labor, and materials for building barn and store-room at Peters' house, per vote of Board of Trustees,	684 09
	<hr/> \$756 19
Balance on hand,	1,593 16
	<hr/> \$2,349 35

GEO. C. DAVIS, *Treasurer.*

WESTBOROUGH, 30th September, 1866.

We hereby certify that we have examined the foregoing account, and find it to be correct.

PLINY NICKERSON,
JOSEPH A. POND,
Auditing Committee.

MARY LAMB FUND.

Principal invested in U. S. 7 $\frac{1}{8}$ bond,	\$1,000 00
Amount of income on hand, per last report, . . .	\$147 93
February, 1866.—Rec'd interest on coupon, . . .	\$36 50
August, 1866.—“ “ “ “ . . .	36 50
	<hr/> 78 00
Income on hand,	<hr/> \$220 93

GEO. C. DAVIS, *Treasurer.*

WESTBOROUGH, 30th September, 1866.

We hereby certify that we have examined the foregoing account, and find it correct.

PLINY NICKERSON,
JOSEPH A. POND,
Auditing Committee.

SUPERINTENDENT'S REPORT.

To the Trustees of the State Reform School.

GENTLEMEN :—The Twentieth Annual Report of this institution is herewith respectfully submitted.

TABLE No. 1,
Showing the number Received and Discharged, and the general condition of the School for the year ending Sept. 30, 1866.

Boys in school October 1, 1865,	812
since committed,	145
received from Nautical School,	1
Apprentices returned by masters,	16
returned voluntarily,	18
returned, having left places,	9
Eloped last year, returned voluntarily,	1
	190
Whole number in school during the year,	502
Discharged or apprenticed,	65
Transferred to Nautical School,	4
Hired out or visiting friends,	99
Died,	2
	170
Remaining in school September 30, 1866,	832

TABLE NO. 2,

Showing the Admissions, number Discharged, and average number for each month.

MONTHS.							Admitted.	Discharged.	Average number.
October,	.	.	.	.	.	.	13	6	316.3
November,	.	.	.	.	.	.	20	5	327.1
December,	.	.	.	.	.	.	9	13	331.4
January,	.	.	.	.	.	.	8	3	331.8
February,	.	.	.	.	.	.	13	7	338.9
March,	.	.	.	.	.	.	9	27	333.8
April,	.	.	.	.	.	.	15	26	316.1
May,	.	.	.	.	.	.	17	14	312.5
June,	.	.	.	.	.	.	26	16	322.3
July,	.	.	.	.	.	.	24	20	322.8
August,	.	.	.	.	.	.	14	15	327.
September,	.	.	.	.	.	.	22	18	328.
Totals,	.	.	.	.	.	.	190	170	325.5

TABLE NO. 3,

Showing the Commitments from the several Counties the past year, and previously.

COUNTIES.							Past year.	Previously.	Total.
Barnstable,	.	.	.	.	.	.	1	20	21
Berkshire,	.	.	.	.	.	.	10	129	139
Bristol,	.	.	.	.	.	.	15	281	196
Dukes,	.	.	.	.	.	.	—	5	5
Essex,	.	.	.	.	.	.	24	568	592
Franklin,	.	.	.	.	.	.	1	30	31
Hampden,	.	.	.	.	.	.	6	191	197
Hampshire,	.	.	.	.	.	.	3	47	50
Middlesex,	.	.	.	.	.	.	15	581	596
Nantucket,	.	.	.	.	.	.	—	16	16
Norfolk,	.	.	.	.	.	.	16	321	337
Plymouth,	.	.	.	.	.	.	5	45	50
Suffolk,	.	.	.	.	.	.	32	710	742
Worcester,	.	.	.	.	.	.	17	320	337
Totals,	.	.	.	.	.	.	145	3,265	3,410

TABLE NO. 4,

Showing the disposal of those Discharged the past year, and previously.

DISPOSAL.	Past year.	Previously.	Totals.
Discharged by Board of Trustees, . . .	-	611	611
expiration of sentence, . . .	-	324	324
Remanded to alternative sentence, . . .	-	134	134
Returned to masters, . . .	1	19	20
Discharged by order of Court, . . .	-	11	11
Com'd to State Lunatic Hospital at Worcester,	-	2	2
Disch'd to be tried for burning the institution,	-	6	6
Pardoned by Executive, . . .	-	6	6
Hired out, or visiting friends on probation, .	99	284	383
Transferred to Nautical School, . . .	4	167	171
Escaped, . . .	-	39	39
Died, . . .	2	53	55
Indentured to Bakers, . . .	-	-	-
Barbers, . . .	-	26	26
Blacksmiths, . . .	-	17	17
Boiler-makers, . . .	-	2	2
Bookbinders, . . .	-	1	1
Brass Founders, . . .	-	2	2
Brick-makers, . . .	-	1	1
Broom-makers, . . .	-	1	1
Butchers, . . .	-	6	6
Cabinet-makers, . . .	1	9	10
Calico Printers, . . .	-	2	2
Carpenters, . . .	1	60	61
Caterers, . . .	-	1	1
Cigar-makers, . . .	-	1	1
Clergymen, . . .	-	1	1
Clerks, . . .	-	14	14
Comb-makers, . . .	-	5	5
Coopers, . . .	-	10	10
Cotton-manufacturers, . . .	-	9	9
Daguerreotypists, . . .	-	1	1
Engineers, . . .	-	1	1
Engravers, . . .	-	1	1
Farmers and Gardeners, . . .	39	707	746
Farmers and Shoemakers, . . .	3	82	85
File-makers, . . .	-	2	2
Fresco-cleaners, . . .	-	1	1
Glass-blowers, . . .	-	1	1
Gun and Locksmith, . . .	-	1	1
Harness-makers, . . .	-	6	6
Hotel Keepers, . . .	-	1	1
Japanners, . . .	-	1	1
Jewellers, . . .	-	3	3
Lumber Dealers, . . .	-	1	1
Machine Card-makers, . . .	-	1	1
Machinists, . . .	-	22	22
Mahogany Chair-makers, . . .	-	2	2
Marble-workers, . . .	-	4	4

TABLE No. 4—Concluded.

DISPOSAL.						Past year.	Previously.	Totals.
Indentured to	Masons,	.	.	.	.	1	19	20
	Merchants,	.	.	.	.	—	—	—
	Millers,	.	.	.	.	—	2	2
	Moulders,	.	.	.	.	—	7	7
	Mule-spinners,	.	.	.	.	—	1	1
	Nail-cutters,	.	.	.	.	—	1	1
	Painters,	.	.	.	.	—	21	21
	Paper-hangers,	.	.	.	.	—	2	2
	Pianoforte-makers,	.	.	.	.	—	1	1
	Plumbers,	.	.	.	.	—	2	2
	Pocketbook-makers,	.	.	.	.	—	1	1
	Printers,	.	.	.	.	—	7	7
	Prussian-Blue Manufacturer,	.	.	.	.	—	1	1
	Pump and Block-maker,	.	.	.	.	—	1	1
	Reed and Harness-maker,	.	.	.	.	—	1	1
	Rigger,	.	.	.	.	—	1	1
	Rope-makers,	.	.	.	.	—	2	2
	Sail-makers,	.	.	.	.	—	4	4
	Saw-makers,	.	.	.	.	—	1	1
	School, to attend,	.	.	.	.	9	174	183
	Sea Captains,	.	.	.	.	—	15	15
	Ship Carpenters and B't Builders,	.	.	.	.	—	6	6
	Shoe Tool-makers,	.	.	.	.	—	8	8
	Silver Platers,	.	.	.	.	—	7	7
	Sleigh-makers,	.	.	.	.	—	1	1
	Soap and Candle-makers,	.	.	.	.	—	1	1
	Spool-makers,	.	.	.	.	—	1	1
	Stone Cutters,	.	.	.	.	—	7	7
	Shoemaking,	.	.	.	.	—	—	—
	Stereotyping,	.	.	.	.	9	—	9
	Tack-makers,	.	.	.	.	1	1	2
	Tailors,	.	.	.	.	—	2	2
	Tanners and Curriers,	.	.	.	.	—	18	18
	Teamsters,	.	.	.	.	—	3	3
	Tin and Coppersmiths,	.	.	.	.	—	6	6
	Trunk-makers,	.	.	.	.	—	4	4
	Upholsterers,	.	.	.	.	—	1	1
	Veneer Sawyers,	.	.	.	.	—	1	1
	Wheelwrights,	.	.	.	.	—	14	14
	Wire Workers,	.	.	.	.	—	1	1
	Wood Turners,	.	.	.	.	—	2	2
	Woollen Weavers,	.	.	.	.	—	3	3
Totals,						170	8,478	8,648

TABLE No. 5,

Showing the length of time the boys had been in the Institution, who left during the past year, and since November 30, 1853.

T I M E.						Past year.	Previously.	Totals.
In school less than 1 month,	.	.	.	.	.	—	11	11
1 month,	.	.	.	.	.	1	27	28
2 months,	.	.	.	.	.	1	34	35
3 "	.	.	.	.	.	1	27	28
4 "	.	.	.	.	.	—	33	33
5 "	.	.	.	.	.	2	32	34
6 "	.	.	.	.	.	2	51	53
7 "	.	.	.	.	.	1	32	33
8 "	.	.	.	.	.	1	49	50
9 "	.	.	.	.	.	1	48	44
10 "	.	.	.	.	.	1	53	54
11 "	.	.	.	.	.	4	65	69
12 "	.	.	.	.	.	1	184	185
13 "	.	.	.	.	.	—	89	89
14 "	.	.	.	.	.	1	88	89
15 "	.	.	.	.	.	—	74	74
16 "	.	.	.	.	.	2	71	73
17 "	.	.	.	.	.	—	77	77
18 "	.	.	.	.	.	1	108	109
19 "	.	.	.	.	.	3	71	74
20 "	.	.	.	.	.	2	73	75
21 "	.	.	.	.	.	3	61	64
22 "	.	.	.	.	.	3	74	77
23 "	.	.	.	.	.	2	69	71
24 "	.	.	.	.	.	2	138	140
25 "	.	.	.	.	.	3	71	74
26 "	.	.	.	.	.	2	69	71
27 "	.	.	.	.	.	3	56	59
28 "	.	.	.	.	.	2	41	43
29 "	.	.	.	.	.	3	24	27
30 "	.	.	.	.	.	3	62	65
31 "	.	.	.	.	.	2	40	42
32 "	.	.	.	.	.	4	47	51
33 "	.	.	.	.	.	4	39	43
34 "	.	.	.	.	.	6	76	82
35 "	.	.	.	.	.	3	25	28
36 "	.	.	.	.	.	5	86	91
37 "	.	.	.	.	.	4	27	31
38 "	.	.	.	.	.	3	26	29
39 "	.	.	.	.	.	2	20	22
40 "	.	.	.	.	.	1	26	27
41 "	.	.	.	.	.	7	32	39
42 "	.	.	.	.	.	7	23	30
43 "	.	.	.	.	.	2	11	13
44 "	.	.	.	.	.	11	23	34
45 "	.	.	.	.	.	5	20	25
46 "	.	.	.	.	.	2	30	32
47 "	.	.	.	.	.	5	21	26

TABLE No. 5—Concluded.

TIME.						Past year.	Previously.	Totals.
In school	48 months,	.	.	.	.	4	32	36
	49 "	.	.	.	.	2	17	19
	50 "	.	.	.	.	1	16	17
	51 "	.	.	.	.	2	16	18
	52 "	.	.	.	.	3	11	14
	53 "	.	.	.	.	1	13	14
	54 "	.	.	.	.	2	8	10
	55 "	.	.	.	.	2	9	11
	56 "	.	.	.	.	—	15	15
	57 "	.	.	.	.	4	10	14
	58 "	.	.	.	.	1	10	11
	59 "	.	.	.	.	—	12	12
	60 "	.	.	.	.	—	7	7
	61 "	.	.	.	.	—	5	5
	62 "	.	.	.	.	—	12	12
	63 "	.	.	.	.	—	4	4
	64 "	.	.	.	.	—	9	9
	65 "	.	.	.	.	1	7	8
	66 "	.	.	.	.	—	10	10
	67 "	.	.	.	.	—	4	4
	68 "	.	.	.	.	—	3	3
	69 "	.	.	.	.	—	7	7
	70 "	.	.	.	.	—	6	6
	71 "	.	.	.	.	—	8	8
	72 "	.	.	.	.	—	6	6
	73 "	.	.	.	.	—	3	3
	74 "	.	.	.	.	—	—	—
	75 "	.	.	.	.	—	2	2
	76 "	.	.	.	.	—	1	1
	77 "	.	.	.	.	—	1	1
	78 "	.	.	.	.	—	2	2
	79 "	.	.	.	.	—	3	3
	80 "	.	.	.	.	—	4	4
	81 "	.	.	.	.	—	4	4
	82 "	.	.	.	.	—	1	1
	93 "	.	.	.	.	—	—	—
	86 "	.	.	.	.	—	3	3
	90 "	.	.	.	.	—	2	2
	92 "	.	.	.	.	—	1	1
	96 "	.	.	.	.	—	5	5
	98 "	.	.	.	.	—	1	1
	104 "	.	.	.	.	—	1	1
	110 "	.	.	.	.	—	1	1
	117 "	.	.	.	.	—	1	1
Totals;						147	2,817	2,964

The average time spent in the school by the boys that have left during the year, is 2 years, 4 months and 10 days.

TABLE No. 6,

Showing by what authority the Commitments have been made the past year.

COMMITMENTS.	Past year.
By the Superior Court,	15
Justices of Superior Court,	3
Judges of Probate Courts,	126
Transferred from Nautical Branch,	1
Total,	145

TABLE No. 7,

Showing the Nativity of those Committed the past year and previously.

NATIVITY.	Past year.	Previously.	Totals.
Born in Canada,	1	28	29
England,	1	66	67
France,	—	1	1
Germany,	—	3	3
Ireland,	2	386	388
Italy,	—	3	3
New Brunswick,	—	56	56
Newfoundland,	—	4	4
Nova Scotia,	—	38	38
Prince Edward Island,	—	1	1
Scotland,	—	12	12
West Indies,	—	2	2
Mexico,	—	1	1
Foreigners,	4	601	605
Born in Connecticut,	4	49	53
District of Columbia,	—	3	3
Georgia,	—	3	3
Illinois,	—	6	6
Kentucky,	—	2	2
Louisiana,	—	6	6
Maine,	5	100	105
Maryland,	—	6	6
Massachusetts,	110	2,138	2,248
Michigan,	1	1	2
Missouri,	—	1	1
New Hampshire,	1	87	88
New Jersey,	4	8	12

TABLE No. 7—Concluded.

NATIVITY.	Past year.	Previously.	Totals.
Born in New York,	6	127	133
North Carolina,	1	—	1
Ohio,	—	1	1
Pennsylvania,	1	15	16
Rhode Island,	4	38	42
Vermont,	3	38	41
Virginia,	—	—	—
Wisconsin,	1	1	2
Natives,	141	2,637	2,778

TABLE No. 8,

Showing the Nativity of Parents of those committed last year.

NATIVITY.	Father.	Mother.
Born in British America,	7	13
England,	7	9
Germany,	5	11
Ireland,	56	50
Scotland,	2	—
Foreigners,	77	83
Born in Connecticut,	1	2
Louisiana,	1	—
Maine,	1	5
Massachusetts,	40	39
Maryland,	1	—
New Hampshire,	2	2
New York,	5	5
New Jersey,	1	—
Pennsylvania,	1	1
Rhode Island,	3	2
Vermont,	4	5
Unknown,	8	1
Natives,	68	62

TABLE No. 9,
Showing the Ages of Boys when committed.

AGE.	Past year.	Previously.	Totals.
Six years,	—	5	5
Seven years,	—	18	18
Eight years,	7	85	92
Nine years,	15	179	194
Ten years,	26	808	834
Eleven years,	36	425	461
Twelve years,	33	481	514
Thirteen years,	27	553	580
Fourteen years,	1	497	498
Fifteen years,	—	532	532
Sixteen years,	—	122	122
Seventeen years,	—	40	40
Unknown,	—	12	12
Totals,	145	3,265	3,410

Average age of the boys when committed, 11.17.

TABLE No. 10,
Showing the Domestic Condition &c., of Boys committed during the year.

CONDITION.	Number.
Had no parents,	9
no father,	27
no mother,	14
step-father,	12
step-mother,	11
intemperate father,	66
intemperate mother,	21
parents separated,	12
been arrested before,	55
other members of the family been arrested,	53
used ardent spirits,	9
used tobacco,	27
Catholic parents,	67
Protestant parents,	78
parents own their residences,	20

- *Occupation of the Fathers of the Boys sent here during the past year, as far as can be ascertained.*

BUSINESS.										Number.
Blacksmith, . . . . .	.	.	.	.	.	.	.	.	.	2
Boot-maker, . . . . .	.	.	.	.	.	.	.	.	.	6
Carpenter, . . . . .	.	.	.	.	.	.	.	.	.	3
Carpenter, Ship, . . . . .	.	.	.	.	.	.	.	.	.	2
Coachman, . . . . .	.	.	.	.	.	.	.	.	.	1
Cook, . . . . .	.	.	.	.	.	.	.	.	.	2
Cooper, . . . . .	.	.	.	.	.	.	.	.	.	2
Cabinet-maker, . . . . .	.	.	.	.	.	.	.	.	.	2
Currier, . . . . .	.	.	.	.	.	.	.	.	.	3
Clerk, . . . . .	.	.	.	.	.	.	.	.	.	1
Engineer, . . . . .	.	.	.	.	.	.	.	.	.	1
Farmer, . . . . .	.	.	.	.	.	.	.	.	.	4
Fisherman, . . . . .	.	.	.	.	.	.	.	.	.	4
Fireman, . . . . .	.	.	.	.	.	.	.	.	.	1
Factory Operative, . . . . .	.	.	.	.	.	.	.	.	.	3
Fruit Dealer, . . . . .	.	.	.	.	.	.	.	.	.	1
Gardener, . . . . .	.	.	.	.	.	.	.	.	.	1
Glass Blower, . . . . .	.	.	.	.	.	.	.	.	.	1
Harness-maker, . . . . .	.	.	.	.	.	.	.	.	.	1
Harbor Police, . . . . .	.	.	.	.	.	.	.	.	.	1
Hostler, . . . . .	.	.	.	.	.	.	.	.	.	1
Jeweller, . . . . .	.	.	.	.	.	.	.	.	.	1
Laborer, . . . . .	.	.	.	.	.	.	.	.	.	46
Leather Coloring, . . . . .	.	.	.	.	.	.	.	.	.	1
Machinist, . . . . .	.	.	.	.	.	.	.	.	.	1
Millwright, . . . . .	.	.	.	.	.	.	.	.	.	1
Moulder, . . . . .	.	.	.	.	.	.	.	.	.	1
Miner, . . . . .	.	.	.	.	.	.	.	.	.	1
Mason, . . . . .	.	.	.	.	.	.	.	.	.	3
Marble Worker, . . . . .	.	.	.	.	.	.	.	.	.	2
Morocco Dresser, . . . . .	.	.	.	.	.	.	.	.	.	1
Painter, . . . . .	.	.	.	.	.	.	.	.	.	5
Peddler, . . . . .	.	.	.	.	.	.	.	.	.	1
Printer, . . . . .	.	.	.	.	.	.	.	.	.	2
Stone-cutter, . . . . .	.	.	.	.	.	.	.	.	.	1
Sail-maker, . . . . .	.	.	.	.	.	.	.	.	.	1
Sailor, . . . . .	.	.	.	.	.	.	.	.	.	5
Shoemaker, . . . . .	.	.	.	.	.	.	.	.	.	5
Teamster, . . . . .	.	.	.	.	.	.	.	.	.	2
Tin and Coppersmith, . . . . .	.	.	.	.	.	.	.	.	.	1
Tailor, . . . . .	.	.	.	.	.	.	.	.	.	1
Weaver, . . . . .	.	.	.	.	.	.	.	.	.	1
Wharfinger, . . . . .	.	.	.	.	.	.	.	.	.	1
Watchman, . . . . .	.	.	.	.	.	.	.	.	.	1

Amount of Rents paid by Parents—Concluded.

\$3 50,	.	.	.	.	.	.	.	.	.	.	.	2
4 00,	.	.	.	.	.	.	.	.	.	.	.	6
4 50,	.	.	.	.	.	.	.	.	.	.	.	6
5 00,	.	.	.	.	.	.	.	.	.	.	.	18
6 00,	.	.	.	.	.	.	.	.	.	.	.	7
7 00,	.	.	.	.	.	.	.	.	.	.	.	5
8 00,	.	.	.	.	.	.	.	.	.	.	.	8
12 00,	.	.	.	.	.	.	.	.	.	.	.	8

TABLE No. 11,
Showing for what Committed, those received during the past year.

CAUSE.	No. of Boys.
Assault and battery,	2
Breaking and entering, with intent to steal,	4
Disobedience,	41
Drunkenness,	1
Incendiarism,	2
Larceny,	51
Robbery,	1
Runaway,	9
Stubbornness,	9
Stealing,	16
Shooting,	1
Trespass,	1
Vagrancy,	7
Total,	145

TABLE No. 12,
Showing the Average Employment of the Boys during the year.

Employed farming and gardening,	84.2
seating chairs,	115 8
making shoes,	2.
in sewing,	33.9
in knitting,	27.1
in laundry,	13.8
in baking, cooking and care of dining-room,	13.3
in domestic work,	15.4
at the steam-mill,	2.8
on comb work,	5.4
at miscellaneous work,	2.
at miscellaneous farm-work,	7.
Confined to hospital,	3.10
Total,	325.2

TABLE No. 13,

Showing the amount of Labor done in the Work-rooms of Main Building.

In the Chair-Shop—Number of chairs seated,	65,084
Number of backs filled,	2,145
In the Laundry—Number of articles washed and ironed, . .	102,028
In the Shoe-Shop—Number of shoes made, pairs,	205
Number of shoes repaired, pairs,	1,722
Number of slippers made, pairs,	95
In the Comb-Shop—Number of combs grafted, dozen, . . .	10,752
Number of chains made, yards,	437

In the Sewing and Knitting Room.

ARTICLES.	Made.	Repaired.
Aprons,	45	180
Blankets,	—	218
Bags,	4	—
Collars,	129	—
Counterpanes,	—	116
Comforters,	—	81
Curtains,	6	2
Carpets,	1	8
Caps,	—	18
Coats,	—	3
Hankerchiefs,	188	—
Holdings,	240	—
Hats, bound,	24	6
Jackets,	154	2,173
Mattresses,	—	—
Mittens,	149	—
Napkins,	78	—
Pantaloons,	840	4,198
Pillows,	—	2
Pillow-cases,	22	281
Shirts,	407	9,095
Sheets,	167	646
Stockings, pairs,	99	5,704
Suspenders,	586	—
Towels,	327	104
Ticks, Bed,	—	211
Vests,	2	—

psalms and hymns, and portions of Scripture—the daily devotional exercises—the monthly Sunday school concert, the weekly exercises of the Sunday school, under the direction of Mr. Wetherbee, and other teachers from Westborough, with the regular services on the Sabbath, conducted by the various clergymen of this vicinity, give our boys we think an advantage over those of almost any community.

In this connection, we would express our regret that we are to lose the valuable services of Mr. L. H. Sheldon of this town, who has received the appointment of Superintendent of the Reform School just established in New Jersey. For several years past, he has addressed our boys more frequently than any other clergyman, and has become as it were our chaplain. We regret exceedingly to lose his practical religious instructions on the Sabbath, and his kindly co-operation in all ways—but we must congratulate New Jersey on the selection of a man so well fitted for the post, and bid him “God-speed” in the work, in which his heart is so much enlisted.

The general conduct of the boys has been good. The health, as will be seen by the Physician’s Report, has also been good.

Beside the usual visits of our Legislative Committee, the Board of State Charities, and other prominent men and women of our own State, we have been visited by commissions sent out to examine reformatories, from Vermont, New Jersey, Connecticut, and the city of St. Louis, Mo. The Reform School Conference which met in Boston last June, and which was composed of managers of reform and charitable institutions from all parts of the country, together with others interested in the reform of juvenile delinquents, spent a day with us, and held one of its sessions in our chapel, much to our pleasure and profit.

We return our thanks to Hon. Charles Sumner and Hon. J. D. Baldwin for public documents. Also to the editors and proprietors of the “Berkshire County Eagle,” the “Essex County Mercury” and “Salem Register,” for supplying us their interesting weeklies. We are also under obligations to David Ripley, of Newark, New Jersey, who, though a stranger to us and our school, has kindly furnished us the “Independent,” for the special use of the boys. Also to the pupils of several of the public schools of Boston, and to those of the English and

Classical School, at West Newton, for nearly 200 pairs of excellent skates, presented at different times, which have added much to the enjoyment of the boys' winter sports.

It gives me pleasure to testify to the general faithfulness and efficiency of my assistants. Without their co-operation and support little could have been accomplished.

Thanking you, gentlemen, for your advice, and continued co-operation, I remain,

Yours, respectfully,

JOS. A. ALLEN, *Superintendent.*

STATE REFORM SCHOOL, WESTBOROUGH, }
September, 30, 1866. }

PHYSICIAN'S REPORT.

WESTBOROUGH, Sept. 30th, 1866.

To the Trustees of the State Reform School.

I submit to you, gentlemen, the customary annual Report upon the health of this institution.

The common complaints of children usually arising from atmospheric changes, such as inflammatory affections of the throat, coughs, &c., have not appeared to much extent the past year.

During October I have noted two cases of dysentery, and one of phlegmonous erysipelas of the neck and head, resulting from the same causes, undoubtedly, which were operative in this vicinity during the two months next preceding of last year. Another case of erysipelas occurred in June, of which the patient died.

There have been three or four cases of ophthalmia that have required some attention.

More than the usual number of accidents have occurred,—chiefly in gymnastic exercises. One boy received an injury upon the upper portion of the spine by a fall nearly two weeks since, causing symptoms creating some alarm at the time, but which, at this date, are gradually passing off.

One has had a fracture of an arm, and another a compound fracture of a leg; when nearly recovered, the leg was refractured by falling a few feet in the hospital.

There has been one severe case of rheumatic fever, and two of typhoid fever,—of the latter, one boy is sick at this time, and not likely to recover.

Yours, respectfully,

H. H. RISING.

GARDEN HOUSE REPORT.

We have thirty boys in this family. The whole number during the year, has been sixty-three. Of this number six have been returned to the main building, eight have left to live with their parents, and nineteen have been indentured to farmers and mechanics. Only four remain, who begun the year with us. Our family is continually changing; as soon as we get a boy acquainted with gardening, he is liable to be indentured, and his place filled by another from the main building, who must in his turn be taught before he can be of much service.

The boys who have left, have with a single exception, corresponded with us, from which we judge they are doing well.

In school, the boys have been attentive, neat and orderly; obeying their teacher promptly and cheerfully, and making commendable progress in their studies. They have kept journals, recording each morning the events of the previous day, the state of the weather, and their deportment. They are very much interested in keeping these journals, and carry them with them when they leave. Much attention has been given to singing, making the school more interesting and pleasant.

The Sabbaths have been spent by the boys, committing portions of scripture to repeat in concert, both in school and chapel—learning and reciting their Sunday school lessons, and attending service in the chapel. Through the summer season, we have taken them to some one of the churches in the neighboring villages, about once a month.

Our family has been contented and happy, and the boys have done their various kinds of work, seemingly with much interest and pride. They have been very healthy; not one case of severe sickness occurring during the year. Their work has been principally gardening—performing the labor on seventeen acres of land, cultivating strawberries, grapes, raspberries,

blackberries, and various kinds of vegetables, as the schedule of produce annexed will indicate.

Three acres have been transplanted with strawberries for another season; these are looking finely. One acre has been set with grape vines, so that we have now nine hundred vines, all growing well.

The work upon the garden has been performed by the family, with the exception of the heavy teaming.

The following schedule will show the amount and value of produce raised.

Amount of Produce on hand as appraised.

1,000 lbs. grapes, . . .	\$175 00	1,861 grape vines, . . .	\$251 37
30 bbls. apples, . . .	112 50	1,350 peach trees, . . .	81 00
19 bush. pears, . . .	60 00	200 watermelons, . . .	16 00
400 " potatos, . . .	240 00	60 citrons, . . .	6 00
15 " tomatos, . . .	9 00	6 bbls. pickles, . . .	36 00
517 " beets, . . .	206 80	1,000 lbs. pumpkins, . . .	5 00
720 " W. F. turnips, . . .	237 93	400 lbs. squash, . . .	3 00
120 " parsnips, . . .	48 00	½ bush. pop corn, . . .	1 50
1,550 " turnips, . . .	232 50	Boys' gardens, . . .	120 00
15 " turt. soup beans, . . .	67 50	Green fodder for stock, . . .	80 00
80 " small potatos, . . .	7 50	Sweet corn, . . .	27 50
25 " small beets, . . .	6 25	Garden seeds, . . .	15 00
6 " vege'ble oysters, . . .	2 40	Sweet potatos, . . .	6 00
7,742 cabbages, . . .	464 52		
774 celery, . . .	38 70		\$2,556 97

Amount of Produce sold.

3,986 boxes strawberries, . . .	\$1,378 99	37 doz. tomato plants, . . .	\$18 29
42 " raspberries, . . .	15 75	2,800 strawberry plants, . . .	14 00
1 bush. pears, . . .	3 25		
			\$1,430 28

Amount of Produce consumed.

330 boxes strawberries, . . .	\$113 85	2½ bush. plums, . . .	\$9 00
21 " raspberries, . . .	7 87	150 cabbages, . . .	9 00
10 bbls. apples, . . .	39 50	500 doz. corn, . . .	60 00
2 bush. pears, . . .	5 75	120 quarts beans, . . .	24 00
25 " potatos, . . .	15 00	100 watermelons, . . .	8 00
53 " cucumbers, . . .	39 75	Asparagus, lettuce, rhubarb	
35 " squash, . . .	26 25	and radishes, . . .	80 00
58 " peas, . . .	72 50		
45 " tomatos, . . .	27 00		\$557 47
50 " beets, . . .	20 00		

Summary.

Produce on hand,	.	.	.	.	.	.	.	.	.	\$2,556 97
sold,	.	.	.	.	.	.	.	.	.	1,430 28
consumed,	.	.	.	.	.	.	.	.	.	557 47
Total, .	.	.	.	.	.	.	.	.	.	<hr/>\$4,544 72

Respectfully submitted.

CHARLES A. JOHNSON,
Master Garden House.

PETERS' HOUSE REPORT.

We have had in the aggregate, 29 boys in our family, the past year. One has been indentured for three years, another has been living with a farmer in this town, during the summer, and two have been returned to the main building. It is with sadness that I record the death of one of our number, by drowning. I allowed him, with a few others, to bathe, one afternoon in July. He was seized with cramp, and sunk in deep water, before available assistance could reach him.

Our boys have during the past ten months worked 1,860 days, of six hours each, upon paper boxes, finishing, up to date, 96,900 boxes of various styles, of an average price of $43\frac{1}{4}$ cts. per hundred,—amounting to \$388.16. For this department of work the boys have manifested great zeal and ambition.

To preserve the beauty of the flower garden and grounds about the institution, has employed us 607 days. We have performed 840 days' work upon the farm, cultivating five and one-half acres. I commenced the season, with the determination to raise a large quantity of vegetable seed, of all kinds, but very severe weather, accompanied by several freezing nights damaged the roots in the ground to an amount exceeding one hundred dollars. The season has been wet and cold, producing a luxuriant vegetation, but making the amount raised materially less than we anticipated. We have not been idle. Industry has been the word—idleness, or sometimes even play, the exception. We have had the same regulations with regard to school, work and play, that we had last season—six hours work, four school, and four and one-half, miscellaneous duties, including play. The demands of the box room have considerably curtailed the amount of play, yet the boys have cheerfully complied with any call I made for them to perform extra work.

It may not be out of place for me to state that our boys have access to *every* room in the house, and they are perfectly well aware that the rooms are not locked in our absence; and our confidence in them is seldom abused. Again, I have found it

necessary, the past summer, to work with a few boys in one locality, while I left perhaps from ten to fifteen employed elsewhere, without any supervision, depending upon their honor for their fidelity. They have uniformly worked industriously, and with the greatest cheerfulness.

In conclusion, let me say, that we do not look upon the past year, with complacence—we see much to improve upon, and hope to profit by the experience of the past. Our motto is, “Press on”—our cause we commit into the hands of Him “who doeth all things well.”

The following is an account of crops raised during the season, to which is added the amount received for box work.

Produce on hand, as per appraisal.

400 bushels potatos,	.	.	.	.	.	.	.	.	.	\$240 00
28 “ small potatos,	.	.	.	.	.	.	.	.	.	7 00
350 “ onions,	.	.	.	.	.	.	.	.	.	315 00
25 “ pop corn,	.	.	.	.	.	.	.	.	.	75 00
15 “ turnips,	.	.	.	.	.	.	.	.	.	2 25
12 “ carrots,	.	.	.	.	.	.	.	.	.	8 60
Cabbages,	.	.	.	.	.	.	.	.	.	28 50
Squashes,	.	.	.	.	.	.	.	.	.	75
Cabbage, &c.,	.	.	.	.	.	.	.	.	.	1 00
Corn fodder,	.	.	.	.	.	.	.	.	.	13 00
Vegetable seed,	.	.	.	.	.	.	.	.	.	47 00
Flower seed,	60 00
Boys' gardens,	72 00
Total,	<u>\$864 10</u>

Produce Consumed.

Cabbage plants,	\$39 60
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Produce Sold.

1,065 lbs. Osier willow,	\$95 85
Cabbage plants,	16 70
Total,	<u>\$112 55</u>
Received for making boxes,	844 19
Total,	.	.	.	.	.	.	.	.	.	<u>\$1,360 44</u>

Respectfully submitted.

N. PORTER BROWN,

Master of Peters' House.

FARM HOUSE REPORT.

The whole number of boys in this family is thirty. On account of the many changes in the family during the six months that we have been connected with it, the average number has been but twenty-nine. One of the boys has spent his work hours in doing house work in the farmer's family. Two of them have labored in the barn, and done various kinds of work on the farm, thereby saving the labor of one man. The remaining twenty-six have performed the labor on seventeen acres of land, and, under the supervision of the matron and teacher, have done the house work for the family.

In addition to the above the boys have performed 613 days of miscellaneous labor for the institution, consisting chiefly in making and repairing roads, chopping wood, and digging cellar for piggery. They have also done 337 days' work for the farmer.

They engage in cultivating the soil much more cheerfully than one would naturally suppose, taking into consideration the social condition of many of them in earlier life. Each boy has cultivated a garden containing two square rods—one-half of the proceeds of which is given to him. They cultivate their gardens during play hours, and the care which they take of them may be seen in the fact that some of them have raised vegetables worth six dollars, on two rods of land.

We have set about three-fourths of an acre of asparagus, which is looking finely, but from which we get no returns the present year.

We have tried constantly to foster in each boy a love for labor, believing that habits of industry will go very far towards promoting the end for which the family was established.

The boys have been carefully trained in school by a teacher who has had a successful experience in educating the young—and the results show that their aptness for improvement is fully equal to that of the average of boys in our common schools.

The sadness and disappointment they evidently felt, at parting with Mr. and Mrs. Stratton, their former master and matron,—who had sustained to them the relation of father and mother—and their gradually increasing confidence in us, is evidence that the labors of love performed in their behalf, are not without very gratifying results.

The following schedule will show the crops our family has raised the past season.

Produce on hand, as appraised.

Mangel-wurzel, 20 tons,	.	.	.	.	.	.	.	.	\$240 00
Beets, 400 bushels,	.	.	.	.	.	.	.	.	160 00
Carrots, 600 bushels,	.	.	.	.	.	.	.	.	180 00
Ruta-bagas, 815 bushels,	.	.	.	.	.	.	.	.	268 95
Turnips, 10 bushels,	.	.	.	.	.	.	.	.	1 50
Potatos, 822 bushels,	.	.	.	.	.	.	.	.	493 20
Small potatos, 125 bushels,	.	.	.	.	.	.	.	.	31 25
Corn, 75 bushels,	.	.	.	.	.	.	.	.	75 00
Cabbages, 15,450 heads,	.	.	.	.	.	.	.	.	927 00
Asparagus plants, 4,450,	.	.	.	.	.	.	.	.	22 25
• Marrow squash, 85,000 lbs.,	.	.	.	.	.	.	.	.	262 00
Hubbard squash, 8,400 lbs., (mixed,)	.	.	.	.	.	.	.	.	63 00
Melons,	.	.	.	.	.	.	.	.	22 00
Fodder for stock,	.	.	.	.	.	.	.	.	175 00
Boys' gardens,	.	.	.	.	.	.	.	.	105 00
Pears, 17 bushels,	.	.	.	.	.	.	.	.	51 00
Total,	.	.	.	.	.	.	.	.	<u>\$3,077 65</u>

Respectfully submitted.

CHAS. F. ALDEN,

Master of Farm House.

FARMER'S REPORT.

I would respectfully submit the following Report of the labor performed by the men and teams, and of the produce raised during the past year. .

There have been three men employed all the time, and two additional men eight months of the year; and an extra man was employed during the month of July.

Besides the regular work of the farm the men and teams have performed a large amount of labor in digging cellar, for piggery, drawing stones for the same, and other miscellaneous work.

The men have also performed 127 days' labor and the teams 113 for the institution.

Amount of Produce on hand, as appraised.

English hay, 31 tons,	\$868 00	
Meadow hay, 20 tons,	300 00	
Millet, 13 tons,	864 00	
Oats, 7 tons,	196 00	
Rowen, 6 tons,	168 00	
	<hr/>	\$1,896 00

Produce Consumed.

English hay, 5 tons,	\$100 00	
Corn fodder, 6 tons,	100 00	
Milk, 5,000 gallons, for the year,	2,200 00	
Beef, 4,935 lbs., for the year,	622 05	
Veal, 195 lbs., for the year,	23 40	
Pork, 918 lbs., for the year,	165 28	
	<hr/>	3,210 73

Sold during the year.

Fat hogs, 4,090 lbs.,	\$736 30	
Small pigs,	314 98	
	<hr/>	1,051 28
Total,		<hr/> \$6,158 01

RUFUS KING, *Farmer.*

WESTBOROUGH, Sept. 30, 1866.

S U M M A R Y.

Products of the Farm and Gardens for the season.

Garden House family,	\$4,544 72
Peters' House family,	1,016 25
Farm House family,	3,077 65
Farm,	6,158 01
Total,	<u>\$14,796 63</u>

Produce Sold from Farm and Gardens.

Meats—pork, veal,	\$768 80
Small pigs,	314 98
Fruit,	1,666 50
Vegetables, &c.,	797 46
Total,	<u>\$3,542 24</u>

Produce Consumed.

Meats—beef, pork, veal,	\$810 73
Milk,	2,200 00
Fruit,	299 01
Vegetables,	1,981 52
Hay, grain, &c.,	2,407 67
Total,	<u>\$7,698 93</u>

SCHEDULE OF PROPERTY

As Valued by Appraisal Committee.

Produce on hand,—

[illegible]

Live stock,—

[illegible]

Farm and garden implements, consisting of—

Carts, wagons, plows, mowing-machines and other farming tools, .	\$1,865 94
Carriages and harnesses,	\$527 00

Personal Property at Steam-Mill.

Steam-boilers, 3, steam-pumps, 3, and fixtures,	\$12,000 00
Steam-engine, 1,	700 00
Grist-mill, 1,	200 00
Circular saws and bench,	40 00
Steam and gas-pipe,	60 00
Fittings,	25 00
Gas works,	1,000 00
Dies and plates, and other machinists' tools,	198 08
Carpenters' tools,	25 00
Grindstone, 1,	30 00
Fairbanks scales,	75 00
Coal, 359 tons,	8,960 00
Lumber, 2,750 feet,	130 00
Total,	<u>\$18,443 08</u>

Furniture.

Beds, bedding, tables, sofas, stoves, &c., for the use of officers, .	\$8,112 62
Beds and bedding in boys' department,	1,947 78
Cooking apparatus, school desks, and other furniture in boys' department,	2,446 85
Drugs and medicines,	75 00
Clothing,	3,393 57
Dry goods, crockery, &c.,	1,235 05
Groceries and provisions, not products of the farm,	990 97
School-books and stationery,	833 67
Library for boys,	750 00
Furniture in Farm House,	1,275 43
" in Garden House,	1,154 88
" in Peters' House,	897 39
Total,	<u>\$17,612 66</u>

Buildings.

Institution,	\$55,000 00
Farm House—family for 30 boys,	3,500 00
Garden House—family for 30 boys,	5,500 00
Peters' House—family for 24 boys,	2,000 00
Steam-Mill, Gas House and chimneys, not including boilers and machinery,	2,800 00
Farm barn,	3,000 00
Piggery;	800 00
Carriage-house, tool and seed room, carpenter shop, &c.,	750 00
Ice-house,	250 00
Stable, shed and soap-house,	500 00
Garden tool-house,	250 00
Barn at Peters' House,	500 00
Cottage house,	1,200 00
Farmer's house,	300 00
Total,	<u>\$76,350 00</u>

Real Estate.

Sibley pasture, 28½ acres,	\$862 00
Warren lot, 30 acres 35 rods,	3,500 00
Woodland, 19 acres,	1,000 00
House farm, 185 acres,	14,800 00
Total,	<u>\$20,162 00</u>

Summary.

Produce on hand,	\$8,462 72
Live stock,	5,696 00
Farm and garden implements,	1,865 94
Carriages and harnesses,	527 00
Personal property at steam-mill,	18,443 08
Furniture,	17,612 66
Buildings,	76,350 00
Real estate,	20,162 00
Total,	<u>\$149,119 40</u>

JONAS FAY,
DEXTER NEWTON,
GEORGE H. RAYMOND,
SAM'L M. GRIGGS,
Appraisers.

List of Salaried Officers, and all Employés, with their Salaries.

Joseph A. Allen, <i>Superintendent</i>,	.	.	.	.	.	\$1,400 00
Orville K. Hutchinson, <i>Assistant-Superintendent</i>,	.	.	.	.	.	700 00
Henry H. Rising, <i>Physician</i>,	.	.	.	.	.	100 00
Miss Fannie Parker, <i>Matron</i>,	.	.	.	.	.	208 00
Miss Hattie J. Stedman, <i>Matron</i>,	.	.	.	.	.	208 00
—————, <i>Teacher</i>,	.	.	.	.	.	500 00
Edward B. Fox, <i>Teacher</i>,	.	.	.	.	.	500 00
Miss Martha B. Kidder, <i>Teacher</i>,	.	.	.	.	.	250 00
Miss Carrie L. Cooper, <i>Teacher</i>,	.	.	.	.	.	250 00
Miss Marian Henshaw, <i>Teacher</i>,	.	.	.	.	.	250 00
James W. Clark, <i>Carpenter</i>,	.	.	.	.	.	500 00
John T. Savery, <i>Machinist</i>,	.	.	.	.	.	500 00.
George E. Morse, <i>Overseer Chair-Shop</i>,	.	.	.	.	.	500 00
Wilbur H. Rice, <i>Overseer Shoe-Shop</i>,	.	.	.	.	.	400 00
Duane W. Beals, <i>Baker and Overseer</i>,	.	.	.	.	.	350 00
Sylvester Newton, <i>Watchman</i>,	.	.	.	.	.	300 00
Luther G. Shepard, <i>Man of all Work</i>,	.	.	.	.	}	550 00
Mrs. A. S. Shepard, <i>Laundress</i>,	.	.	.	.
Mrs. Laura Clark, <i>Teacher in Chair-Shop</i>,	.	.	.	.	.	250 00
Mrs. Emma Newton, <i>Seamstress</i>,	.	.	.	.	.	208 00
Miss Acsah Hitchcock, <i>Cook for family</i>,	.	.	.	.	.	208 00
Miss Marion Day, <i>Assistant-Cook</i>,	.	.	.	.	.	156 00
Mrs. N. B. H. Beals, <i>Care Boys' Dining-room</i>,	.	.	.	.	.	—
Miss Lizzie M. Barton, <i>Care of Halls</i>,	.	.	.	.	.	156 00
Mrs. Ellen Savery, <i>Nurse</i>,	.	.	.	.	.	156 00
Miss C. R. Kent, <i>Tailoress</i>,	.	.	.	.	.	208 00
Wm. M. Gilbert, <i>Yardman</i>,	.	.	.	.	.	300 00
George E. Allen, <i>Assistant-Carpenter</i>,	.	.	.	.	.	300 00
Charles F. Alden,*	.	.	.	.	}	700 00
Mrs. Annie Alden,	.	.	.	.
Miss Lucia N. Cook, <i>Teacher</i>,	.	.	.	.	.	250 00
William Eveleth, <i>Assistant</i>,	.	.	.	.	.	350 00
Chas. A. Johnson,†	.	.	.	.	}	700 00
Mrs. Eliza Johnson,	.	.	.	.

* Having charge of "Farm House" and family of 30 boys.

† Having charge of "Garden House" and family of 30 boys.

Miss H. Josie Kidder, <i>Teacher</i>,	.	.	.	.	.	\$250 00
Charles P. Knapp, <i>Assistant</i>,	.	.	.	.	.	350 00
N. Porter Brown,*	.	.	.	.	.	} 700 00
Mrs. Sarah M. Brown,	.	.	.	.	.
Miss Lucy Newton,	.	.	.	.	.	250 00
Rufus King, <i>Farmer</i>,	.	.	.	.	.	400 00
Marcus N. Putnam, <i>Assistant-Farmer</i>,	.	.	.	.	.	350 00

* Having charge of "Peters House" and family of 24 boys.

SUPERINTENDENTS.

Date of Appointment.	NAMES.	Date of Retirement.
1848, . .	William R. Lincoln,	1853.
1849, . .	Orville R. Hutchinson, Assistant-Superintendent,	Still in office.
1853, . .	James M. Talcott,	1857.
1857, . .	William E. Starr,	1861.
1861, . .	Joseph A. Allen,	Still in office.

TRUSTEES.

Names, Residences, Commissions and Retirement of the Trustees of the State Reform School, from its commencement to the present time.

Date of Commission.	NAMES.	Residences.	Date of Retirement.
1847, . .	Nahum Fisher,* . .	Westborough, . .	1849.
1847, . .	John W. Graves, . .	Lowell, . .	1849.
1847, . .	Samuel Williston, . .	Easthampton, . .	1853.
1847, . .	Thomas A. Greene, . .	New Bedford, . .	1860.
1847, . .	Otis Adams,* . .	Grafton, . .	1851.
1847, . .	George Denny,* . .	Westborough, . .	1851.
1847, . .	William T. Andrews, . .	Boston, . .	1851.
1849, . .	William Livingston,* . .	Lowell, . .	1851.
1849, . .	Russell A. Gibbs,* . .	Lanesborough, . .	1853.
1851, . .	George H. Kuhn, . .	Boston, . .	1855.
1851, . .	J. B. French, . .	Lowell, . .	1854.
1851, . .	Daniel H. Forbes,* . .	Westborough, . .	1854.
1851, . .	Edward B. Bigelow, . .	Grafton, . .	1855.
1853, . .	J. H. W. Page,* . .	New Bedford, . .	1856.
1853, . .	Harvey Dodge, . .	Sutton, . .	1857.
1854, . .	G. Howland Shaw, . .	Boston, . .	1856.
1854, . .	Henry W. Cushman,* . .	Bernardston, . .	1860.
1855, . .	Albert H. Nelson,* . .	Woburn, . .	1855.
1855, . .	John A. Fitch, . .	Hopkinton, . .	1858.
1855, . .	Parley Hammond, . .	Worcester, . .	1860.
1856, . .	Simon Brown, . .	Concord, . .	1860.
1856, . .	John A. Fayerweather, . .	Westborough, . .	1859.
1857, . .	Josiah H. Temple, . .	Framingham, . .	1860.
1858, . .	Judson S. Brown, . .	Fitchburg, . .	1860.
1859, . .	Theodore Lyman, . .	Brookline, . .	1860.
1860, . .	George C. Davis, . .	Northborough, . .	Still in office.
1860, . .	Carver Hotchkiss,* . .	Shelburne, . .	1863.
1860, . .	Julius A. Palmer, . .	Boston, . .	1862.
1860, . .	Henry Chickering, . .	Pittsfield, . .	Still in office.
1860, . .	George W. Bentley, . .	Worcester, . .	1861.
1860, . .	Alden Leland, . .	Holliston, . .	1864.
1861, . .	Pliny Nickerson, . .	Boston, . .	Still in office.
1861, . .	Samuel G. Howe, . .	Boston, . .	1863.
1862, . .	Benjamin Boynton,* . .	Westborough, . .	1864.
1863, . .	J. H. Stephenson, . .	Boston, . .	1866.
1863, . .	John Ayres, . .	Charlestown, . .	Still in office.
1864, . .	A. E. Goodnow, . .	Worcester, . .	" "
1864, . .	Isaac Ames, . .	Haverhill, . .	1865.
1865, . .	Jones S. Davis, . .	Holyoke, . .	Still in office.
1866, . .	Joseph A. Pond, . .	Brighton, . .	" "

* Deceased.

SEVENTH ANNUAL REPORT

OF THE

TRUSTEES

OF THE

Nautical Branch of the State Reform School:

TOGETHER WITH

REPORTS OF THE TREASURER AND RESIDENT OFFICERS.

OCTOBER 1, 1866.

Commonwealth of Massachusetts.

TRUSTEES' REPORT.

To His Excellency the Governor and the Honorable the Executive Council.

The Trustees of the State Nautical School, in making their Seventh Annual Report, feel confident that the usefulness of the institution has kept pace with the increase of its capacity. The new ship, "George M. Barnard," was dedicated on the last day of last February; and facilities are now afforded for accommodating double the former number of inmates. The need of this enlargement is shown by the fact, that our boys already number two hundred and fifty-nine,—a hundred more than a full complement for the old ship,—and we have no doubt that, before spring, both vessels will be completely filled. We are now enabled to increase the length of the term on board ship, and each boy can stay until we believe him fitted to do better in the world.

In June, the "Massachusetts" was, by order of the governor and council, stationed at New Bedford. One object in making this change was the opportunity for shipping the boys on whaling voyages. These being much longer than merchant voyages, are much more beneficial to the boys, who are kept under restraint, and preserved from their former temptations until they reach an advanced age. In this respect the experiment has met fair success. Twenty-one boys have been shipped at New Bedford,—a port from which no school ship boy ever

sailed before. If the transfer of the "Massachusetts" could have been made a few weeks earlier, this number might have been more than doubled. The news from the vessels in which our boys have sailed gratifies their comrades, who compute the gains of their old shipmates, and feel encouraged by the hope of like good fortune. The "lay" of some of these young sailors already exceeds the wages of any seaman or mate in the school ship. A striking effect of this is found in the contented disposition of the boys, not one of whom has escaped from the "Massachusetts" since she was stationed at New Bedford.

We regret to add that some ship-owners, both in that city and in Boston, feel a prejudice against our boys from the fact that they have been sentenced to a penal institution. So far as this is founded in ignorance, it will be dispelled by the good conduct of hundreds of our graduates now serving as mariners, and by their superior fitness for a sailor's duties. On this point, the testimony of ship-owners and ship-masters is abundant and conclusive. So far as this prejudice results from the feeling that every wrong-doer is a hopeless outcast, we must wait for the growth of that Christian sentiment which has charity for the fallen, and which especially regards every juvenile offender as an unfortunate and wayward child, to be reclaimed by kindness, and guided by wise and hearty counsel.

A second motive of the executive in removing the ship was the fact that the benefits of this State institution have been almost monopolized by the immediate vicinity of Boston: Suffolk heretofore sending one-half of its inmates, while the maritime counties in the southern part of the Commonwealth were hardly represented at all. The courts have now begun to remedy this inequality, although Suffolk and Middlesex still send more than half of our scholars.

Another motive (as we suppose,) was the deep interest felt in the institution by the best people of New Bedford. This interest has been manifested in many ways. The best of influences are exerted for the boys by the benevolent men and women both of New Bedford and of Boston. To those whose visits and kind words and good advice have given interest to our officers, and hope and courage and self-respect to the boys, we render our sincere thanks.

The expense of sending boys to New Bedford is generally greater than the cost of committing them to a ship in Boston ; but something is saved in the reduced cost of supplies. There is some inconvenience in having the ships separated, and some trouble in visiting the two vessels, but the liberality of the railroad companies prevents these visits from being a source of expense to the Trustees or to the State. We could transfer from one ship to another more readily, and could sometimes act more promptly about discharging or shipping a boy, if both vessels were in Boston. This separation of the ships hinders the classification of the boys, and the promotion of the deserving from one ship to another. But, while the Board were divided in opinion as to the expediency of the change, we cheerfully acquiesce in the decision of the executive, and we are all glad that both ships have done so well.

Captain Matthews continues to act as Superintendent of both ships, having especial charge of the "Barnard," with Mr. Blaney as his first mate. We have heretofore given our opinions as to the worth of these officers, and need not repeat the expression of our confidence. We have found a faithful teacher in Mr. Sidney Brooks, who has been assisted by his wife ; and their moral influence as well as their intellectual teachings have been of the happiest character. We have thus secured that female influence which the school has been supposed to lack ; but we should do injustice if we admitted that our ship has ever been without this incentive to well-doing. Both vessels are, and have been constantly, visited by good women, whose good counsels have affected all the boys, and have changed the character of the lives of some.

The "Massachusetts" is under the charge of Mr. Eldridge, as Assistant-Superintendent and as Teacher. His merits need no praise. Mr. Smith has recently received deserved promotion, to the place of first mate. In each ship, an intelligent and well-behaved boy has received the position of assistant-teacher.

The annexed reports give full accounts of the working and expenses of the institution. When the rigging and spars of the "Massachusetts" were overhauled, it was found that, whether she sailed or remained in port, she would need extensive repairs, including new masts and new standing rigging.

The Trustees felt bound to order these repairs, as a matter of prudence. The institution has been managed, as we believe, with economy.

Many of your number has seen something of the working of the school. We should be glad to have more frequent visits from you, and from all who are interested in juvenile reform. Some, who have never seen the ships, have imagined that there was a general spirit of discontent, a want of home-feeling, among the boys. Those who have favored us with their presence know how entire a mistake such a supposition is. Perhaps, the best reply to such a fancy is the fact that boys, on returning from foreign voyages, almost invariably visit the ship, —sometimes before seeing their parents. On nearly every Sabbath, some graduate is among the audience. So entirely do they forget the penal character of the school ; so much does it seem like home. It has been imagined by some who are strangers to our discipline, that order is enforced by the use of marlin-spikes, and the possession of revolvers. Those who have seen the ships know that kindness, with firmness, has proved to be a better instrument for maintaining order than any weapon. There are evils inseparable from any plan of reform, where the congregate system is followed. These evils would be avoided, if each boy could be trained in a separate family, with a private tutor ; but the expense of such a plan has hitherto prevented the State from adopting it. Our ship has been criticized, because the boys eat in crowded messes, sleep in one room, and “dress and undress in each others’ presence.” This scandal might be averted, if a state-room could be provided for each boy. But the expense would be enormous ; the number of boys in the ships must be greatly diminished ; and, remembering how these boys have lived, and ate, and slept, we are thankful that they can enjoy so many comforts and decencies, so many humanizing and refining influences.

Without further discussing the merits or demerits of a system which congregates many boys together, we will add that there is something to be said in favor of it, especially for boys who are intended for a sailor’s life. As the world is now constituted, and as men actually live, it is not an unmixed evil that juvenile offenders should be taught together. In our nautical schools, as in all schools, society and emulation are an

advantage. In our Sunday services, we have the benefit of congregational singing and praise and prayer. Those who are to live in contact with men, learn lessons of life from daily contact with each other. Above all, we fully believe that the general tone of the schools is that of honor, of gratitude, of desire to reform, of sympathy with those that do well. Finally, every year gives new evidence of the wisdom of the plan, in the excellence of its fruit. With some failures, and some exceptions, the Nautical School does make good sailors out of those who would have been pests to society; it fits erring boys to become useful citizens and good men; it thus fulfils the hopes of its generous founders, the warm-hearted people of Massachusetts.

WILLIAM FABENS,

Chairman, for the Trustees.

TREASURER'S REPORT.

*To His Excellency the Governor and the Executive Council
of the Commonwealth.*

The undersigned, Treasurer of the Nautical Branch of the State Reform School, herewith presents his Report for the year ending September 30, 1866, being the Seventh Annual Report submitted by the Treasurer of said institution.

He charges himself from October 1, 1865, to October 1, 1866, as follows:

With cash on hand, as per last Report, . . .	\$2,466 19
amounts received from the State treasurer, . .	44,873 51
from cities and towns, . . .	3,567 40
for advance wages of boys, . . .	626 50
from sundry sales, . . .	192 00
cash received in adjustment of general average loss on ship "Massachusetts," . . .	476 00
	\$52,201 60

And he has credited himself with the following

PAYMENTS.

For provisions and groceries, . . .	\$14,874 67
wages and salaries, . . .	12,530 11
clothing, . . .	5,487 48
repairs and improvements, . . .	4,743 33
ship chandlery, . . .	2,081 65
fuel and lights, . . .	1,565 30
bedding, . . .	1,389 73
insurance, . . .	925 25

For furniture,	\$867 07
stationery,	653 41
miscellaneous,	626 32
pilotage,	494 10
medicines,	197 40
towage,	70 00
trustees' expenses,	156 25
cash paid into the treasury of the State for money received from cities and towns,	5,282 47
cash on hand,	257 06
	<hr/> \$52,201 60

Provisions and Groceries.

254 bushels potatos,	\$286 60
59 barrels flour,	779 58
158,000 gallons water,	561 00
27,229 pounds fresh meats,	3,630 48
820 " salted and smoked,	178 78
ice,	44 32
861 pounds butter,	403 81
357 " cheese,	82 58
442 " lard,	124 97
896 " coffee,	232 34
eggs and milk,	69 86
67 barrels beef,	1,023 00
33 " pork,	659 28
85,108 pounds bread,	4,859 70
25 quintals salt fish,	164 24
buckwheat,	7 53
110 pounds maccaroni,	27 72
1,293 " sugar,	221 82
spices and herbs,	37 48
879 gallons molasses,	556 44
159 pounds rice,	17 19
6½ barrels meal,	21 11
16 bushels rye,	23 50
squashes, cabbages, beets and turnips, ..	322 16

56 bushels beans,	\$143 68
pepper, mustard; sweet oil, soda,	89 29
salt, saleratus,	9 72
85 gallons vinegar,	25 44
fresh fish,	109 85
raisins, tapioca, pickles, and small stores,	143 85
59 pounds tea,	66 40
2 bags hominy,	1 00
	<hr/>
	\$14,874 67

Wages and Salaries.

Richard Matthews, <i>Superintendent</i> ,	\$1,725 00
M. L. Eldridge, <i>Assist.-Superintendent and Teacher</i> ,	1,425 00
Daniel Russell, <i>First Officer</i> ,	278 22
Sidney Brooks and Wife, <i>Teachers</i> ,	569 03
Asa Blaney, <i>First Officer</i> ,	840 00
Edward Baker, <i>First Officer</i> ,	519 42
G. P. Smith, <i>Second Officer</i> ,	550 00
Wm. Jenkins, <i>Second Officer</i> ,	364 28
Charles Howard, <i>Third Officer</i> ,	260 00
C. H. Barbour, <i>Steward</i> ,	369 00
Silea Lanton, <i>Steward</i> ,	25 50
W. S. Tighlman, <i>Steward</i> ,	265 00
Henry Barclay, <i>Steward</i> ,	15 00
Julius Leath, <i>Steward</i> ,	120 50
S. Shepard, <i>Cook</i> ,	440 00
James Fairweather, <i>Cook</i> ,	157 50
P. Nelson, <i>Cook</i> ,	30 00
Nelson Lund, <i>Carpenter</i> ,	480 00
George Andrews, <i>Captain Mess Deck</i> ,	171 79
R. Harp, <i>Captain Berth Deck</i> ,	314 00
Wm. Willshaw, <i>Coxswain</i> ,	75 00
F. Green, <i>Coxswain</i> ,	50 00
E. Gordon, <i>Coxswain</i> ,	64 10
Wm. Frances, <i>Coxswain</i> ,	80 00
J. R. Remington, <i>Coxswain</i> ,	76 50
John Hind, <i>Coxswain</i> ,	60 00
Lysander Colson, <i>Coxswain</i> ,	50 00
William S. Perry, <i>Third Officer</i> ,	205 00

Wm. Grant, <i>Captain Berth Deck</i> ,	\$258 00
B. Mahoney, <i>Captain Mess Deck</i> ,	55 00
B. Brown, <i>Captain Mess Deck</i> ,	6 00
Geo. Andrews, <i>Captain Mess Deck</i> ,	31 78
John Adams, <i>Captain Mess Deck</i> ,	143 00
D. P. Caswell, <i>Captain Mess Deck</i> ,	146 00
John Pennington, <i>Third Officer</i> ,	105 00
Andrew Greer, <i>Carpenter</i> ,	174 16
P. Murphy, <i>Assist.-Teacher</i> ,	42 50
Daniel Monahan, <i>Assist.-Teacher</i> ,	25 00
J. F. Kepler, <i>Assist.-Teacher</i> ,	20 00
E. Thurston, <i>Boatswain</i> ,	30 00
W. J. Dunbar, <i>Boatswain</i> ,	50 00
Sixty Seamen, employed at different times, . .	1,513 88
Jonah Stevens, <i>Shipkeeper</i> ,	150 00
Treasurer's salary to July 1,	200 00
	<hr/>
	\$12,530 11

Clothing.

Shoe fixings, belts, thread and trimmings, . .	\$136 80
Making 896 shirts,	245 50
Making 784 pairs pants and 191 jackets, . .	572 32
262 pairs shoes,	482 30
140 yards linings,	57 44
213 yards satinet,	239 96
2,516 yards flannel,	1,616 79
3½ dozen oil suits, 2 dozen oil hats, . .	173 06
29 dozen socks and mittens,	126 00
250 yards cotton cloth,	55 50
1,057 yards beaver and pilot cloths, . .	1,206 50
48 gross buttons,	9 40
1,298 yards jeans,	615 91
	<hr/>
	\$5,487 48

Repairs and Improvements.

• Dragging for moorings,	\$10 00
Steamer "Monohansett's" bill, getting ship off shore,	300 00
Lumber,	87 32
Sand, sole leather, tacks, shoe tools,	42 72

Joseph Sargent's bill, tinware, stoves, repairs, .	\$142 51
E. J. Cleveland & Co.'s bill, blacksmithing, .	10 33
Grand Junction Wharf bill, for dockage, .	288 00
1 steam-boat pump on plank,	125 00
Hose, cuplings, and repairing hose,	39 35
Hardware,	61 65
Repairing wringing machine,	4 00
E. J. Cleveland & Co., blacksmithing,	62 25
E. B. Vannevar & Co., plumbing,	9 99
E. J. Cleveland & Co., blacksmithing,	108 07
Oak timber, for anchor stock,	106 41
Stock and making gun-carriages,	69 41
Iron hoops,	5 16
Paints, oil, and labor,	263 87
Gun fixings and repairing locks,	8 40
New boat,	175 00
Joseph Sargent's bill, tinware,	271 10
Repairs on mast,	92 65
Joseph Sargent's bill,	169 84
New masts, yard and spar work,	765 75
Francis E. Low's bill, rigger,	1,235 40
H. S. Burrill, sail-maker,	155 89
Nathaniel Bailey, carpenter work,	35 32
Wind sail,	46 84
Repairing compasses, flagstaff, hook,	5 30
Francis E. Low's bill, rigger,	29 75
Bill for boat,	60 00
Dripping pan and sand,	6 05
	<hr/>
	\$4,743 33

Ship Chandlery.

1,293 pounds soap,	\$169 42
10 dozen corn brooms;	47 75
Whiton, Brother & Co.'s bill,	92 34
Knives, spy-glass, holy-stone,	14 50
6 dozen oak brooms,	18 00
Whiton, Brother & Co.,	180 75
Whiting, powder, flannel for cartridges,	280 02
Whiton, Brother & Co.'s bill,	122 30

Oars, lead, copper, nails, lines,	\$165 63
Whiton, Brother & Co.'s bill,	145 48
Whiton, Brother & Co.'s bill,	93 93
Whiton, Brother & Co.'s bill,	629 47
Salt, fish-lines, hooks and thimbles, marlin-spikes, .	14 87
15 gallons boiled oil, and paint brush,	25 02
Whiton, Brother & Co.'s bill,	54 66
Blocks, staples, scrub brush,	7 51
Taber, Gordon & Co.'s bill,	20 00
	<hr/>
	\$2,081 65

Fuel and Lights.

40 gallons kerosene oil,	\$36 36
167 gallons elephant oil,	339 07
33 gallons binnacle and whale oil,	58 98
5 gallons benzine,	2 75
wicking and matches,	4 25
97 tons coal,	1,095 89
2 cords of wood,	28 00
	<hr/>
	\$1,565 30

Bedding.

89 pairs blankets,	\$505 50
226 mattresses,	564 75
2 ticks and making mattresses,	7 50
2 bedspreads,	6 00
126 hammocks,	202 37
hemming sheets and pillow-cases,	11 03
pillows,	34 50
1 bale husks,	10 08
24 mattresses,	48 00
	<hr/>
	\$1,389 73

Insurance.

Columbian Insurance Company,	\$108 08
New England Insurance Company,	257 67
New England Insurance Company, additional, .	200 00
China Mutual Office,	138 50
Washington Insurance Company,	221 00
	<hr/>
	\$925 25

Furniture.

Crockery and glass,	\$268 54
Water jar and drip stone,	4 00
Table-cloths and hemming,	54 01
Cushions for school-room and cabin,	65 50
Damask for curtains, and rods,	86 02
Oil cloth and woollen carpet for cabin,	128 60
Desk for cabin,	40 00
Cabin furniture for ship "G. M. Barnard,"	172 11
Chairs for trustees' office,	10 00
Towels, napkins, and hemming,	32 17
Wringing machine,	9 00
Enamelled cloth,	1 95
Tubs, iron spoons, carving-knife,	8 61
Crash, clock and S. Bennett's bill, small articles,	36 56
	<hr/>
	\$867 07

Stationery.

M. L. Eldridge's bill,	\$117 73
Wright & Potter's bill,	29 15
Monthly Magazine,	2 50
Account and school-books and slates,	313 27
Ink-stands, cards, and pens,	39 87
Sidney Brooks' bill,	38 71
Richard Matthews' bill,	8 69
Wright & Potter's bill,	41 87
A. Taber & Brother's bill,	4 06
Treasurer's office,	57 56
	<hr/>
	\$653 41

Miscellaneous.

Postage,	\$24 97
Newspapers,	29 55
Stamps,	16 75
Horse-cars and ferry,	5 17
Steward, for petty disbursements,	97 76
Melodeon hire,	35 75
Police, for returning deserters,	70 00

Board bill for a boy on board U. S. ship, returned,	\$42 28
Mr. Russell's bill,	9 00
Advertising for a teacher,	3 13
Undertaker, for burial of a boy,	26 00
Candy for boys Christmas and 4th July,	13 65
Blacking and brushes,	6 27
Washing bill,	75 72
Carriage hire and carting,	28 00
Boat hire,	20 00
Mr. Blaney's bill for small stores,	49 80
Matches,	7 50
Sundry payments for petty articles,	23 73
Mr. Smith's bill (2d officer,)	1 55
Express charges,	5 00
Telegrams,	9 49
Fire-works,	25 25
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	\$626 32

Pilotage.

J. M. Dolliver,	\$50 00
R. Gardner,	240 00
J. K. Lunt,	20 00
M. Hunt,	76 00
John Hursell,	60 00
S. R. Burgess,	15 00
J. R. Cummings,	10 00
G. Williamson,	20 00
Salem to Marblehead,	3 10
	<hr/>
	\$494 10

Medicines.

Dr. Volt's bill,	\$67 00
Dr. Wilder's bill,	24 00
Dr. Abbey's bill,	18 00
Medicines and instruments,	88 40
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	\$197 40

Towage.

Tow-boat "S. J. Macey,"	\$30 00
Tow-boat "S. J. Macey,"	40 00
						<hr/>
						\$70 00

Trustees' Expenses.

A. C. Hersey, office rent,	.	.	.	.	.	\$150 00
Thomas Russell, expenses,	.	.	.	.	.	6 25
						<hr/>
						\$156 25

The amounts received from advance wages, and for boys discharged, were as follows :

Two boys on board ship "Audubon,"	.	.	.	.	.	\$60 00
One boy discharged,	.	.	.	.	.	10 00
One boy discharged,	.	.	.	.	.	10 00
Two boys on board ship "Coringa,"	.	.	.	.	.	40 00
Two boys on board ship "Charger,"	.	.	.	.	.	50 00
Two boys on board bark "John Gilpin,"	.	.	.	.	.	40 00
One boy on board ship "Rainbow,"	.	.	.	.	.	25 00
One boy discharged,	.	.	.	.	.	10 00
Clothing to Patrick Murphy,	.	.	.	.	.	6 00
Clothing to D. Bates,	.	.	.	.	.	40 00
One boy discharged,	.	.	.	.	.	10 00
Three boys discharged,	.	.	.	.	.	30 00
One boy discharged, and for shoes,	.	.	.	.	.	11 50
Two boys for ship "Gold Hunter,"	.	.	.	.	.	24 00
Two boys on board ship "Cromwell,"	.	.	.	.	.	60 00
One boy on board ship "Tiber,"	.	.	.	.	.	20 00
One boy on board bark "Eureka,"	.	.	.	.	.	20 00
Two boys discharged,	.	.	.	.	.	15 00
One boy on board ship "Joseph Holmes,"	.	.	.	.	.	25 00
Four boys on board steamer "Meteor,"	.	.	.	.	.	120 00
						<hr/>
						\$626 50

The amounts received under head of sundry sales, were as follows :

One barrel slush,	.	.	.	.	.	\$18 00
Jolly boat,	.	.	.	.	.	75 00

One barrel slush,	\$18 00
One barrel slush,	18 00
Old junk,	2 00
One barrel slush,	16 00
One barrel slush,	18 00
Two barrels slush,	26 00
Old junk,	6 00
	<hr/>
	\$192 00

Amounts received from cities and towns, October 1st to July 1st, were as follows:

Attleborough,	\$36 47	North Chelsea,	\$13 00
Ashburnham,	13 85	Nantucket,	9 28
Boston,	1,755 68	Newburyport,	19 50
Beverly,	7 42	Natick,	4 78
Braintree,	8 20	Milford,	8 70
Cambridge,	202 46	Pelham,	13 55
Chelsea,	21 06	Plymouth,	57 84
Danvers,	10 21	Quincy,	18 00
Dedham,	67 26	Roxbury,	821 53
Charlestown,	71 04	Reading,	9 85
Franklin,	52 07	Springfield,	63 28
Fall River,	62 52	South Danvers,	9 71
Greenfield,	11 78	Somerville,	13 00
Great Barrington,	5 20	Scituate,	8 85
Fitchburg,	19 50	Spencer,	13 14
Holden,	92	Salem,	72 71
Lawrence,	65 25	Stoneham,	3 27
Lowell,	44 70	Taunton,	41 42
Lynn,	45 69	Worcester,	98 66
Lee,	6 50	Winchester,	27 06
Malden,	87 98	Weymouth,	19 50
Methuen,	60 78	Waltham,	13 00
Marblehead,	58 04	Westport,	6 50
Melrose,	9 00		<hr/>
Marlborough,	1 14		\$3,567 40
New Bedford,	43 05		

CHAS. W. REED,

Treasurer Nautical Branch State Reform School.

Boston, September 30, 1866.

I hereby certify that I have examined the foregoing accounts of the Treasurer, and find them properly cast and vouched.

JARIUS BEAL, *Trustee and Com. on Accounts.*

Boston, Sept. 30, 1866.

NOTE.—The Treasurer would state that but one ship has been in service until the first of March last, at which time another ship was added, and the expense of maintaining the same commenced. He would also state that a portion of the amount paid from the appropriation for current expenses, was for extraordinary expenses, and should have been provided for by a special appropriation, but the amount could not be ascertained before the legislature was prorogued, viz.:

For fitting ship "Geo. M. Barnard," in excess of the sum appropriated for that purpose,	\$1,015 52
For new masts, spars, and rigging for the ship "Massachusetts,"	2,945 02
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	\$3,960 54

*Inventory of property belonging to the Commonwealth, attached
to the Nautical Branch of the State Reform School.*

SHIP "GEORGE M. BARNARD."

Hull, spars, sails, rigging, anchors, chains, boats, &c.,	\$40,000 00
Two mooring anchors, 4,500 lbs. each, 60 fathoms	
2-inch chain,	1,000 00
450 tons ballast,	550 00
Two water-tanks, 12 water-casks,	800 00
Property in boatswain's department,	500 00
in carpenter's department,	50 00
in school department,	350 00
in mess-room department,	100 00
in cook's department,	250 00
in steward's department,	150 00
in library,	500 00
145 hammocks,	290 00
100 new blankets,	125 00
300 old blankets,	225 00
150 boys' mattresses,	75 00
200 boys' caps,	50 00
140 pairs new winter shoes,	215 00
250 pairs old shoes,	50 00
150 reefers,	375 00
150 pairs thick pants,	225 00
300 second-hand shirts,	200 00
100 new shirts,	200 00
250 second-hand thin pants,	125 00
16 mattresses for cabin,	125 00
40 blankets for cabin,	150 00
20 pillows for cabin,	80 00
cabin furniture,	200 00
6 stoves,	75 00
20 tons coal,	200 00

4 brass guns,	\$600 00
2 boxes shot,	20 00
20 muskets,	100 00
40 barrels bread,	200 00
2 barrels molasses,	50 00
1 barrel flour,	12 00
4 barrels beef,	60 00
1 barrel pork,	20 00
Small stores of various kinds,	75 00
	<hr/>
	\$48,320 00

SHIP "MASSACHUSETTS."

Hull, spars, sails, rigging, anchors, chains, boats, &c.,	\$20,000 00
Two mooring anchors, 4,800 lbs. each,	600 00
Thirty fathoms 2-inch chain,	400 00
360 tons ballast,	450 00
Two water-tanks, 12 casks,	400 00
Property in boatswain's department,	100 00
in carpenter's department,	50 00
in school department,	250 00
in mess-room,	100 00
in cook's department,	200 00
in steward's department,	150 00
Cabin furniture,	300 00
150 hammocks,	300 00
300 blankets,	200 00
200 caps,	50 00
150 mattresses,	75 00
140 pairs new shoes,	215 00
250 pairs old shoes,	50 00
120 reefers,	300 00
120 thick pants,	180 00
300 shirts,	250 00
200 second-hand thin pants,	100 00
7 stoves,	75 00
30 tons coal,	300 00
4 brass guns,	600 00
40 muskets,	200 00
ammunition,	25 00

5 barrels beef,	\$75 00
2 barrels pork,	40 00
3 barrels flour,	36 00
80 barrels bread,	150 00
2 barrels molasses,	50 00
Small stores of various kinds,	60 00
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	\$26,331 00 .

SUPERINTENDENT'S REPORT.

To the Trustees of the Nautical Branch of the State Reform School.

GENTLEMEN:—I herewith submit to you the Seventh Annual Report of this institution.

TABLE NO. 1,

Showing the Number received and discharged, and the general condition of the School for the year ending September 30, 1866.

Boys in the School October 1st, 1865,	166
received from State Reform School,	6
returned from probation,	11
committed during the year,	242
Whole number in School during the year,	424
Boys transferred to State Reform School,	1
enlisted in United States Navy,	8
shipped in merchant service and whaling,	68
discharged on probation and to learn trades,	80
entered United States Naval School,	4
enlisted in United States Regular Army,	1
discharged as unfit subjects for Nautical School,	6
died during the year,	2
deserted from the ship,	5
Remaining in the School September 30, 1866,	259
	424

TABLE No. 2,
Showing the Admissions, Discharges and average Number for each month.

MONTHS.						Admitted.	Discharged.	Average.
October,	.	.	.	.	.	9	8	166.5
November,	.	.	.	.	.	21	20	167.
December,	.	.	.	.	.	12	12	167.
January,	.	.	.	.	.	18	5	173.5
February,	.	.	.	.	.	19	21	172.5
March,	.	.	.	.	.	40	7	189.
April,	.	.	.	.	.	20	11	192.5
May,	.	.	.	.	.	28	10	201.5
June,	.	.	.	.	.	30	11	211.
July,	.	.	.	.	.	16	15	211.5
August,	.	.	.	.	.	19	12	215.
September,	.	.	.	.	.	27	33	216.5
Totals,	.	.	.	.	.	259	165	190.3

TABLE No. 3,
Showing the Ages of those Admitted during the year.

Twelve,	11	Seventeen,	34
Thirteen,	21	Eighteen,	4
Fourteen,	60		
Fifteen,	71	Total,	259
Sixteen,	58	Average age, 14.9 years.	

TABLE No. 4,
Showing the Cause of Commitment.

Assault and Battery,	7	Robbery,	3
Breaking and Entering,	27	Setting Fires,	4
Drunkenness,	3	Stubbornness,	63
Idle and Disorderly,	8	Vagrancy,	18
Larceny,	116	Received from State Reform School,	6
Lewdness,	1	Returned from probation,	5
Malicious Mischief,	1		
Receiving Stolen Goods,	1	Total,	259

TABLE No. 5,
*Showing the number committed by the Superior and Probate Courts
from the several Counties.*

COUNTIES.	Superior.	Probate.	Total.
Barnstable,	-	1	1
Berkshire,	5	-	5
Bristol,	3	12	15
Dukes,	-	-	-
Essex,	2	18	20
Franklin,	-	-	-
Hampden,	-	5	5
Hampshire,	-	1	1
Middlesex,	5	50	55
Nantucket,	-	1	1
Norfolk,	6	8	14
Plymouth,	5	1	6
Suffolk,	28	68	96
Worcester,	2	21	23
Returned from probation,	-	-	11
Received from State Reform School,	-	-	6
Totals,	56	186	259

TABLE No. 6,
*Showing the length of time the boys have been in the Institution who left
the past year.*

In School less than 1 month,	1	Brought up,	119
1 month,	8	In School 15 months,	7
2 months,	8	16 "	1
3 "	5	17 "	5
4 "	6	18 "	5
5 "	10	19 "	5
6 "	8	20 "	7
7 "	18	21 "	8
8 "	5	22 "	8
9 "	8	23 "	5
10 "	8	24 "	-
11 "	9	25 "	4
12 "	18	26 "	1
18 "	10		
14 "	7	Total,	165
Carried up,	119	Average time spent in the in- stitution,	11.1 months.

TABLE No. 7,

Showing the Nativity of those admitted during the year.

Born in Massachusetts, . . . 177	Brought up, . . . 217
New York, . . . 12	Born in Kentucky, . . . 1
Maine, . . . 8	North Carolina, . . . 8
New Hampshire, . . . 5	Tennessee, . . . 1
Pennsylvania, . . . 2	Ireland, . . . 14
Connecticut, . . . 3	England, . . . 4
Louisiana, . . . 3	Scotland, . . . 6
Illinois, . . . 1	Nova Scotia, . . . 6
New Jersey, . . . 1	Germany, . . . 2
Vermont, . . . 2	New Brunswick, . . . 1
Rhode Island, . . . 8	Prince Edward Island, . . . 1
Carried up, . . . 217	Total, . . . 259

TABLE No. 8,

Showing the Nativity of the Parents of those admitted during the year.

Born in British Provinces, . . . 16	Brought up, . . . 326
England, . . . 9	Born in Sweden, . . . 1
Germany, . . . 9	Jamaica, . . . 1
Ireland, . . . 286	United States, . . . 172
Scotland, . . . 6	Unknown, . . . 18
Carried up, . . . 326	Total, . . . 518

TABLE No. 9,

Showing the Social and Domestic Condition, Employments and Habits of the boys committed the past year.

Number who had lost one parent,	112
both parents,	28
whose parents had separated,	22
who had out-door employments,	79
in-door employments,	110
were not employed,	70
had been arrested once previously,	78
twice previously,	28
three times previously,	6
four times previously,	3
five or six times previously,	8
fifty times previously,	1
not been arrested previously,	145
drank ardent spirits,	34
used tobacco,	97

List of Salaried Officers and their Salaries.

Richard Matthews, <i>Superintendent,</i>	\$1,800 00
Sidney Brooks, <i>Teacher,</i>	800 00
Mrs. Sidney Brooks, <i>Assistant-Teacher,</i>	200 00
Asa Blaney, <i>First Officer,</i>	900 00
William Jenkins, <i>Second Officer,</i>	600 00
John Pennington, <i>Third Officer,</i>	420 00
Julius Leath, <i>Steward,</i>	540 00
Simeon Shepard, <i>Cook,</i>	480 00
Niles Lund, <i>Carpenter,</i>	480 00
John Hinds, <i>Coxswain,</i>	380 00
John Adams, <i>Captain Mess Deck,</i>	360 00
William Grant, <i>Captain Berth Deck,</i>	360 00
Timothy Sullivan, <i>Seaman,</i>	360 00
John Thompson, <i>Seaman,</i>	360 00

The ship "Geo. M. Barnard," having been fitted up for a school ship, was dedicated on the 28th of February, 1866. On the 7th of March, one hundred of the most experienced and oldest boys were transferred from the "Massachusetts" to the "Geo. M. Barnard."

From that time till the "Massachusetts" sailed for New Bedford, (June 11th, 1866,) the plan was acted upon of having all the boys committed to the "Massachusetts," and from thence drafted on board the "Geo. M. Barnard," a plan which enabled us to grade and classify the boys, and which was working well when the governor and council fixed the location of the "Massachusetts" in New Bedford Harbor. By that arrangement we were put to some inconveniences. Each ship received and sent away boys, and each ship was mixed up with new and undisciplined boys, one of the things we wished to obviate by having two school ships. On March 24th, 21 boys were transferred to the "Geo. M. Barnard," and May 5th, 20 more were transferred to the "Geo. M. Barnard." June 8th, 23 were transferred to the "Massachusetts," and 9 were taken on board the "Geo. M. Barnard." On the 13th of August, 12 boys were transferred to the "Geo. M. Barnard," and 8 sent back to the "Massachusetts."

Since the removal of the "Massachusetts" to New Bedford, seventeen boys have been committed to that ship and sixty-five have been committed to the "Geo. M. Barnard."

Having ample room for the accommodation of the boys, we have not been so anxious to find them voyages at sea as heretofore; considering that a longer period of detention on board the ship, enjoying the privilege of the school, would be of great advantage to them.

The boys have had daily access to our library, and have shown great interest in perusing the varied collection it contains of some six hundred volumes.

The conduct of the boys has been much the same as in former years, some giving us considerable trouble, but generally showing a disposition to improve; and by obedience and application to deserve the good opinion of those in whose care they are placed.

Religious services have been held regularly, and the boys have always shown a good deal of interest on those occasions, and we do not doubt that much good has been done, many resolutions to lead better lives made stronger, and the sorrows of the past forgotten in the hopes of a brighter future.

At this time there are on board the "Geo. M. Barnard," one hundred and forty-three boys, and on board the "Massachusetts," one hundred and sixteen. Both ships commenced cruising about the same time, and have been quite busily employed during the whole season. The boys have had a good deal of practice, and have made pretty good improvement.

Two of our number have died during the year, Daniel B. Potter and Silas Smith. The general health of the boys has been good.

The practice of discharging boys on probation, while it operates well in many cases, especially in the cases of boys discharged to go into the country, needs to be followed with great care in the case of boys belonging in Boston and vicinity where so many temptations to crime surround the young.

Eleven have been returned from probation during the year, and others are not doing as well as we could desire.

The officers connected with the institution have been devoted to their duties and faithful in their performance.

In conclusion, I beg to express to you my appreciation of your continued kindness and confidence reposed in me during the past year. Respectfully submitted.

RICHARD MATTHEWS, *Superintendent.*

ASSISTANT-SUPERINTENDENT'S REPORT.

To the Trustees of the Nautical Branch of the State Reform School.

GENTLEMEN:—The general condition of the institution having been exhibited by the report of the superintendent, it only remains for me to mention a few particulars growing out of the new location of the “Massachusetts.”

We have spent a good deal of time in cruising this season.

Buzzard's Bay and Vineyard Sound, with their sheltered position and bold shores, indented with numerous harbors, afford us excellent cruising ground, while the historic island-groups are a perpetual lesson for the school.

Since our arrival here, we have shipped twenty-one boys on voyages at sea, and, had we arrived a few months earlier, before the sailing of the spring fleet,—some twenty-five sail,—we should have found voyages for a good many more.

The improvement of the boys in school has been as satisfactory as formerly. It gives me great pleasure to say that the health of the boys has been good. By the blessing of God, no serious accident has happened, and cases of severe illness have been very rare.

We have got rid almost entirely of ophthalmia, a complaint which proves very troublesome in almost all juvenile establishments. We have but one case now on board this ship, and that is one of a scrofulous type scarcely susceptible of permanent cure.

We are under great obligation to our friends who have contributed so much to render our religious services interesting and profitable to the boys.

We would also acknowledge our indebtedness to those who have made contributions to our library, or in other ways contributed to the comfort and happiness of the boys. Where all have been so kind, we need not mention names ; but all may be assured that their acts of generous kindness will be long remembered by the boys, whose ambition will be to deserve the good opinion of such liberal and kind-hearted friends.

Respectfully submitted.

M. L. ELDRIDGE, *Asst. Sup't.*

SCHOOL SHIP "MASSACHUSETTS," NEW BEDFORD HARBOR, }
September 30, 1866.

*List of Salaried Officers and their Salaries, on board School Ship
"Massachusetts."*

Martin L. Eldridge, <i>Assistant-Superintendent,</i>	.	.	.	\$1,500 00
————— <i>First Officer,</i>	.	.	.	900 00
George P. Smith, <i>Second Officer,</i>	.	.	.	600 00
Walter S. Perry, <i>Third Officer,</i>	.	.	.	420 00
Walter S. Tilghman, <i>Steward,</i>	.	.	.	480 00
Andrew Greer, <i>Carpenter,</i>	.	.	.	480 00
Peter Nelson, <i>Cook,</i>	.	.	.	180 00
Reuben Harp, <i>Captain Berth Deck,</i>	.	.	.	360 00
David P. Caswell, <i>Captain Mess Deck,</i>	.	.	.	360 00
Lysander Colson, <i>Seaman,</i>	.	.	.	300 00
E. Randall Cornell, <i>Seaman,</i>	.	.	.	300 00
George D. Whitney, <i>Seaman,</i>	.	.	.	300 00
William Benson, <i>Seaman,</i>	.	.	.	300 00
F. John Kepler, <i>Assistant-Teacher,</i>	.	.	.	60 00

TEACHER'S REPORT.

To the Trustees of the State Nautical School.

GENTLEMEN :—The boys on board the “George M. Barnard” have been classed, according to their attainments, and regular lessons assigned for each day in school.

Reading, spelling and writing, intellectual and written arithmetic are attended to by all. Geography and navigation have been prominent studies. Besides the stated recitations of each class, much oral instruction in these branches, also in history, astronomy, and other subjects, is given to the whole school. This is found to be the method of teaching the most successful and the most agreeable to the boys. Truants, as most of them have been, close application to *books* is not in their creed; while their general intelligence, activity, and habits of keen observation, enable them to acquire, with remarkable quickness, whatever is plainly presented in this form.

Of the 225 boys received on the ship, there have been none who did not know the alphabet, though nine could not read. Thirteen could not read the Testament; twenty-four could not write legibly. With such, the arithmetic is made also a reading book; and the use of the slate and pencil give them proficiency in writing. The present number in school is 143. Of these, seventy are in the Second Reader, (Sargent's new series,) forty-five in the Third Reader, and twenty-eight in the Fourth Reader. The boys enter with interest into the reading exercise, and, in general, read understandingly and with propriety of expression, giving very promptly, when questioned, a synopsis of the pieces read. Their fondness for reading is manifest from the constant use of the excellent library on

board, each day at the close of school hours and most of Sunday afternoons.

In written arithmetic the boys on entering have been generally backward. This may seem strange to those who have witnessed their rapid mental exercises and ready answers in reviews on the principles of the science. It is their predilection for learning everything in the more exciting way of questions and answers, and repeating in concert, as well as their real ability for rapid reckoning, that explains this.

Their present standing in the classes is as follows:—Learning to add, nine; advanced to multiplication, twenty; through the simple rules, forty; through compound numbers, forty-five; through percentage, twenty-eight.

Many leave the ship before they understand well all the common processes of “cipherring.”

It may be here suggested that the boy's standing in the school-room should be taken into the account when the question of his discharge is considered. So great an object as giving an education to those boys who, all their lives, have run away from school, and who certainly would never get an education in any other way, should not fail of its accomplishment through the impatience of the boy, or the mistaken kindness of parents or guardians. Not that an invariable standard should be fixed for all. Those who cannot read and write on entering, should be able to read decently and write a legible letter before leaving. Those who have had advantages and are more capable, should reach a standard proportionate to the first. Together with his scholarship, his manners in the school-room should be marked. A boy who is still careless in his deportment has no claim to a discharge; while a sure reward for merit ought to be an inducement to good conduct.

The progress of the boys in penmanship is gratifying. The advantage of attending to this they are not slow to perceive. The fact that, on an average, 120 letters, written by themselves, are mailed every writing day, which comes once a fortnight, shows what use may be made of this branch as a means of improvement and even moral reformation.

Of the general character of the school we can say that it has been such, during the seven months of its existence on the new ship, as greatly to interest those who have had the care of it, and

those who have the good of the institution at heart. The frequent commendations of visitors are justly due the boys for their ready answers in review lessons, promptness in concert exercises and gymnastic movements, and their good singing, which could not have been shown but for great care and labor in the daily routine of school duties.

The susceptibility of the boys generally to moral and religious impressions ought not to be unnoticed.

A word of praise is due the Assistant, Daniel Moynehan, who was seven months ago one of the scholars, who leaves the ship after this month. His faithfulness, thorough knowledge of the studies, energy and power of governing, will not be forgotten.

Respectfully submitted.

SIDNEY BROOKS,

Teacher on the "Geo. M. Barnard."

ELEVENTH ANNUAL REPORT

OF

THE TRUSTEES

OF THE

State Industrial School for Girls:

TOGETHER WITH

THE ANNUAL REPORTS

OF THE

RESIDENT OFFICERS.

OCTOBER, 1866.

B O S T O N :

**WRIGHT & POTTER, STATE PRINTERS
No. 4 SPRING LANE.**

1867.

Commonwealth of Massachusetts.

TRUSTEES' REPORT.

To His Excellency the Governor and the Honorable Council.

A brief review of our institution, what it is, and what it has done, during its first ten years, seems appropriate in this Report.

Brief and imperfect it must be, confined to statistics and the opinions of its Trustees. There is an unwritten history in the hearts of those who have worked and been worked upon, too personal in its character, and, in the present posture of the public mind, too sacred to be unveiled. Suffice it to say, that we feel that the whole period has been pervaded with a double blessing—blessing those who have labored in the institution, and those who have been the objects of its care. If we have had failures, they but show our successes in stronger contrast.

And so we find, as a total result, gratification and thankfulness for the past, and thorough encouragement for the future.

What is our institution, and what its peculiarities?

1. It is a reform school for girls, from seven to sixteen years of age, who have “committed an offence punishable by fine or imprisonment, other than imprisonment for life, or are leading an idle, vagrant or vicious life, or have been found, in a public place, in circumstances of want, suffering, neglect, exposure,

abandonment, or beggary." They may be retained till 21, or indentured at the discretion of the Trustees.

2. They are not convicted before a criminal court, but by commissioners and judges of probate.

3. It is a place of detention, but not of confinement by bolts or walls, and no uniform is worn.

4. Therefore, the inmates are encouraged to feel that they have not been disgraced, and are not criminals to be punished, but are pupils needing education, and children needing reformation and a home.

5. The home or family system is adopted: there being five families, of thirty girls each, in five separate houses, each under charge of a matron, teacher and housekeeper; the whole under a superintendent, the families uniting only in chapel exercises.

6. The industrial and educational features consist of the domestic duties of the family, sewing, knitting and braiding, and three hours' schooling each day.

7. The graded system is not attempted, girls of all ages and degrees of moral and intellectual culture being associated in each house.

The first house was opened August 27, 1856.

The second house was opened November 6, 1856.

The third house was opened April 2, 1857.

The fourth house was opened January 7, 1860.

The fifth house was opened September 3, 1861.

The number of girls received has always been nearly equal to, and sometimes exceeding, the full capacity of the houses.

115 cities and towns have sent girls to the institution.

Whole number received to date,	.	.	.	.	.	523
Whole number indentured,	.	.	.	.	.	272
Otherwise discharged,	.	.	.	.	.	114
Present number,	.	.	.	.	.	137
					—	523

Average age when received, 13.

Average age when indentured, 15 years 8 months.

Average detention of all heretofore indentured and discharged, 2 years 5 months.

Age of present inmates as follows:

Age.	No.	Age.	No
Seven,	1	Thirteen,	18
Eight,	1	Fourteen,	31
Nine,	2	Fifteen,	27
Ten,	7	Sixteen,	27
Eleven,	6	Seventeen,	10
Twelve,	7	Eighteen,	1
Average age,		14	

Detention of present inmates :

Less than 1 year,	53	From 4 to 5 years,	7
From 1 to 2 years,	35	From 5 to 6 years,	1
From 2 to 3 years,	18	From 6 to 7 years,	1
From 3 to 4 years,	19	From 7 to 8 years,	3
Average,		1 year 10 months.	

Connected with the institution is a farm of 140 acres.

Value of real and personal estate, \$85,000.

Weekly expenditure, per capita, \$2.25 to \$2.75.

For other interesting and valuable statistics, we refer to the report of the Superintendent.

Much of the time during the last year the houses have been "more than full," but by reason of recent indentures and discharges, we have now a smaller number (137) than for a long time previous; but notices lately sent to the several magistrates, advising of vacancies, will soon give us our maximum number.

Recent legislation wisely gives the Trustees power to retain girls till 21 years of age. We do not, however, deem it advisable to indenture them beyond 18. Some of the older girls, not subject to this legislation, but appreciating the advantages of our care, have embraced the privilege granted in chapter 290, Acts of 1864, and consented, in writing, to be under our guardianship till 21.

The salaries of the matrons and assistants were advanced July 1st, with your approval, to keep pace with increased prices of living.

A dressmaker has been employed to instruct the girls in cutting and making their own garments, and to relieve the matrons of some of the detail of that work, giving them needed time for their appropriate duties.

The by-laws have been revised and republished to conform to recent legislation and the results of longer experience of the Trustees.

The health of the inmates has continued as in previous years, remarkably good. One death has occurred. Acceding to the repeated suggestions of our physician and matrons, we have fitted up hospital rooms in three of the houses, that the required isolation to patients may be obtained.

ECONOMY.

Although the cost of supporting our girls may be less than that of other similar institutions, we do not claim that it necessarily entitles us to commendation. Economy is desirable in the management of reformatories—parsimony, never. The best interests of the school should not be sacrificed for the sake of saving. Dollars and cents cannot justly be weighed by a State against the moral and spiritual welfare of her children. The Third Report of the Trustees says: "The measure of duty is not to be found in the reduction of expense to a minimum point. Neither production of material value by its inmates, nor success in a petty struggle to keep down expense, ought to be the ambition of a Board of Trustees, appointed to conduct the charitable and reformatory institutions of a great commonwealth. We humbly conceive that ours is a higher and a holier duty."

Legislators, speaking for the State, cannot afford to say, "We know that this institution for the reformation of youth ought to be established and liberally sustained, but our rate of taxation is already so high, we must postpone action." This is not economy, it is extravagance. The ultimate cost of refusing will far exceed the outlay in consenting and acting.

The First Superintendent's Report says: "There are so many elements entering into the aggregate expense of a criminal to the State, that it is difficult to approach an accurate result. There is no difficulty in following up the ever increasing sum of expense incident to the discovery and punishment of crime, far enough to show that it exceeds the cost of the training of the young criminal under Christian auspices."

Impressed with this idea, and believing that in reform work, what needs to be done, ought to be done well, and as easily as

is consistent with a wise economy, the Trustees have this year made an unusual outlay for long needed repairs and conveniences, which will help to make the institution more easily managed and more productive of its natural results. And we believe, if the demand upon our institution continues to increase and to exceed its capacities, the State cannot afford to refuse to establish a similar one elsewhere. One of the commissioners, a gentleman of large experience, in a recent letter says :—

“It seems to me that, in large places, more girls, of fair surroundings, are going to ruin than boys, and instead of one institution for them I wish we had three in the State. It is painful to learn, as my position gives me an opportunity of doing, how many young girls—girls of very tender ages too—are beginning to lead the life whose end is destruction. To be sure, very many of them, as they grow older, reform of themselves, and become tolerably respectable and useful members of society ; but of the remainder, the discipline of such a school as that at Lancaster is needed to reclaim them, and I hope that the State will never stint this best and most needed of charities.”

EMPLOYMENT.

This principle holds good in regard to employment, that such work should be sought for the inmates as shall be most useful for them, rather than most profitable to the State. Our girls have been employed in knitting and braiding when not engaged in school or household duties. They have knitted for sale 1,200 pairs socks, and braided 61,000 yards palm leaf braid.

INDENTURING.

The subject of indenturing, more than any other, has been a source of anxiety to every Board of Trustees, and one upon which individuals have undergone more change of opinion. On the one hand is the overcrowded institution, and the demand from families for the girls ; on the other hand, their great need of education and the good influences of the school ; and, stronger still, the difficulty of finding families that will bear towards them the parental relation, and bear with them as they would with their own children. The many cases where girls have been returned as unsuitable, because of the lack of Christian patience on the part of those to whom they were indentured, has sometimes nearly discouraged the Trustees,

and induced them almost to resolve not to indenture at all. But the pressing demand for admission from girls who would otherwise be ruined, still urges in favor of creating vacancies, and the feeling that the influence of a good, if not an unexceptionable family, is valuable, overcomes many objections. And it becomes a question, whether the few shall realize the full benefit, or the many have the partial advantage of a shorter term in our institution.

Then, again, if the friends, relatives or authorities, find our institution a convenience, through which they may relieve themselves of the care of a girl, when she really has little need of reform, but great need of loving sympathy and a home, we must not retain her, but seek for her the home she needs. If we transfer her to a family where she will be under comparatively good influences, if not the best, her condition is improved from what it was in her own home or place from whence she came, and so a gain is made. We, therefore, feel that we ought to indenture those who do not need to be here, although recently received, and those who have been long under our tuition, and need the home influence to complete or carry on the reform.

The health of Mr. Ames, the Superintendent, being impaired, he went to Europe in April, where he visited various reformatory institutions, returning in September, prepared by increased strength and wider experience to enter upon the duties of his office. We are glad to add our highest commendation for his adaptation to, and usefulness in, the position he occupies.

The reports of the Superintendent, Physician and Farmer, and the customary inventory, are annexed.

All of which is respectfully submitted.

FRANK B. FAY.
DANIEL DENNY.
JACOB FISHER.
RUSSELL STURGIS, JR.
GEO. CUMMINGS.
GEO. B. EMERSON.
ALBERT TOLMAN.

OCTOBER 1, 1866.

NOTE.—Mr. Fay, one of our number, while holding the position of Acting Superintendent, during the absence of Mr. Ames, has had opportunities of learning intimately the working of the “home system,” which we all desire, and which we claim to have been that which has always guided us. By our request, Mr. Fay has, in the form of a letter, put his suggestions in writing, which we append to our Report.

By order of the Trustees.

RUSSELL STURGIS, JR., *Secretary.*

LETTER.

To the Trustees of the State Industrial School for Girls.

GENTLEMEN :—When I volunteered as Acting Superintendent during Mr. Ames' four months' absence in Europe, I did not anticipate becoming so much interested in the work, nor did I expect to be called upon to write a semi-official Report. But at your request I do so. And yet I feel that an apology is due. My many other engagements and necessarily repeated absences, prevented my giving that systematic attention or consecutive thought to the work that it deserved, and hence my conclusions may be crude and seem like those of an amateur.

Let me say, at the outset, if in anything I shall write, I raise inquiries which seem to reflect upon any individual connected with the institution, I disclaim such intention in advance. Nor do I wish to be understood as saying when I indicate what our policy ought to be, that it is not so now ; but my object will be accomplished if I can excite a spirit of inquiry as to whether we are true to our own policy, and whether in any way it may be improved. My relations with Mr. Ames and the ladies connected with the institution have been and are entirely harmonious, and I would not disturb that harmony by one discordant note.

We are fortunate in having associated with Mr. Ames true women, devoted to the work, willing to make sacrifices for it, relinquishing the ordinary social advantages, and finding their highest reward in the better character developed in those under their care.

Knowing my want of experience, and how much I might differ from him in opinion, Mr. Ames generously granted me the largest liberty. The ladies, too, although looking at life from a standpoint somewhat different from mine, gave me the kindest consideration and a generous indulgence. All seemed to recognize a mutual devotion to the cause, willing that each should walk by the light he had ; a spirit of trust and confidence which we all may imitate in our relations to the girls.

If I took advantage of this freedom, I endeavored to inflict no wounds upon the system which could not be readily healed.

I have devoted some time and thought to the exterior wants and physical comforts of the inmates, and in this your Board generously sustained me.

I have been under especial obligations to Mr. Ames' assistant, Miss Proctor, who, by my absence, was much of the time in charge, and whose faithfulness is equalled only by her self-distrust.

RELIEF FOR MATRONS.

One of the first questions I asked myself and the physician, was, "Why do the matrons and assistants look so worn, and why do so many break down?" His answer was, "They need more out-door exercise and more help." This you remedied, in part, by granting them the use of a horse and carriage, and by employing a dressmaker to relieve them of the "cutting and fitting," which had occupied so much of their time. An alteration of the by-laws enhanced the care of the house-keepers and lessened by so much that of the matrons.

The condition of the houses—being out of repair—and the absence of many conveniences, had resulted in a wearing process upon the ladies. In your desire to exercise extreme economy, especially during the war, you had hesitated to supply these comforts. But you readily saw the need of them, and authorized the necessary expenditure. Such relief was due to the ladies of the institution, who have trials enough under the best circumstances. We have given the matrons, especially, too much to do in the past, in attention to detail, while they should have had more time to attend to the higher work of personal influence upon the girls. One of the matrons said to me, that many times when she had sent a girl to her room for seclusion, if she could have followed her there, and spent half an hour with her, she could have subdued her. But that half hour she could not spare from the work which pressed upon her.

It is this personal influence, the study of individual character, which is effectual, and we should encourage it by every means in our power. But when a woman is exhausted by manual labor, she is poorly fitted to think clearly, or study well

the best interests of her charge. Yet some may say, "What do the mothers in our homes?" I answer, most of these have a father's help, and none have the care of thirty girls of varied dispositions, who, by their past experience, stand much more in need of the sunlight of the best personal influence than children in other families.

INDENTURING.

The subject of indenturing girls is one of the first that claims the attention of all who are interested in the institution. I must admit that my views have undergone a change, and partly from the discussions at the Reform Convention in June last, where the almost universal sentiment was in favor of shorter terms of detention.

In the Superintendent's Report for 1868, he says:—

"The girls indentured, so far as we know, are doing well; and, from our experience the last year and a half, we should decidedly recommend a continuance of our present practice whenever a situation in a truly good family is presented. We believe it to be a better preparative for their future life than remaining for years in the institution, where it is impossible to instruct them in some kinds of domestic labor, and where they are necessarily deprived of some of the social privileges of ordinary life."

This, it seems to me, is the correct theory. Where, then, is the difficulty? You will say, to find "truly good families," who are desirous to take our girls. I know well that this has been a source of anxiety to Mr. Ames and to your board. And I believe that here is where our work should begin. We have waited for the homes to present themselves, waited for applications, and accepted the best, when we should have sought the homes and convinced the possessors of them that their duty in this direction rises into a privilege and becomes a blessing, especially to those who have had no children of their own or whose homes have been bereft.

Mr. Ames alludes to the same subject in his last Report, when he says:—

"For the decrease of juvenile crime, and for the right training of our children and youth, cannot more be done by *individual families*, by

adopting or receiving poor, ignorant, friendless children and educating them in all proper domestic labor, in general knowledge, and in all good moral and religious habits? Evidently, here is missionary work that many families might undertake, and find ample scope for personal effort and self-denial, which, in many cases, will be abundantly rewarded by loving service and attachment, and grateful remembrance in after years."

Mr. Pierce in one of his reports, remarks, that such a work "is suggestive of opportunities that lie very near the dwellings of Christian ladies, to give a noble object to life, by the accomplishment of a noble purpose."

Here, then, is a new field of labor for us, and one worthy the best cultivation.

CORRESPONDENCE.

One important point bearing upon our success in indenturing, is the necessity of keeping up a constant and frequent correspondence with and of showing a continued special interest in our girls, after they leave the institution. The statute requires that the Trustees shall especially inquire into the treatment of every indentured girl. The by-laws require a semi-annual report from parties to whom girls are indentured, and an annual visit to every such girl by the Superintendent, a Trustee, or an authorized person.

Are these requisitions fulfilled? The principle should extend to those who have been discharged, for they are still in the highest sense our wards, though we are relieved from legal guardianship. The discharged and indentured girls should be encouraged to write frequently, and nothing would help more to accomplish this purpose than frequently writing to them. Suppose one letter were written each day by one of the three ladies in each house; it would give each girl living and accessible six letters annually. This would not be a heavy burden upon the ladies, and would be productive of great good.

I would read extracts from the answers to these letters, and from those to whom girls are indentured (omitting names,) as a part of the chapel exercise, to interest and encourage the present pupils.

Visitors should be invited to interest themselves in some one or more girls, and to keep up a correspondence with them. We need to make the girls feel that they still belong to the outside world, that this is only a temporary home. To aid this feeling they should be encouraged frequently to write their friends and relatives, if of suitable character, if not, then some other person.

This would lead me to adopt some other penalty for misconduct than deprivation of the privilege of letter writing.

The institution at Mettray reports that 90 per cent. of its inmates turn out well, and that "What has conduced very sensibly to this result has been the watchful care exercised over the pupil after he leaves the institution." There a patron is obtained near the home of the boy, to have a guardian care over him. Would it not be well for us to secure lady patrons of our girls, who would not only benefit the individual girl, but by getting their own interest excited in the institution, increase the interest of the community generally?

INSTITUTION LIFE.

The difference between institution life and home life is apparent, and must not be overlooked. Say what we will about our home and family system, we still have an institution, and there are evils attending it which have not been, if they can ever be removed. Thankful as I am for all that has been done, I believe an advance can yet be made.

Institution life will tell upon our girls after a while. We must see where we stray away from the true home and family idea, and adopt institution customs. We must decide when such deviation is necessary, and when adopted for the sake of convenience. We must have no pride of past opinion, but must "stand for the right," when we discover it, and "dare to be true," no matter under what criticism. Precedents may be cast aside. What care we "what people say?" We are responsible for these girls, not they. The whole theory of the treatment of criminals, the exposed and the abandoned class, has undergone, within a few years, a great change for the better, and a greater still may yet be made. Let us help to make it if we can.

FAITH AND CONFIDENCE.

One of the best elements of success in this work, is an increased faith and confidence in human nature. Mr. Pierce in one of his reports, quotes the saying of Demetz—"To despair of a young person is to despair of human nature." We must not despair of our girls. A comparison with other children would revive our courage, not induce us to despond.

Mr. Pierce truly says, "How many children in the higher circles of life tell lies, or appropriate the property of another, or are obstinate and disobedient, or fall into injurious habits? Yet their parents love them, watch over them, never think of despairing in their case, and would not admit of their being called criminals. What more have these poor children done? They have sinned against less light," &c., &c.

Now, I firmly believe in a preponderance of good in every human being; hidden, covered deep, it is true, with earthly sediment; but it cheers me to believe that the good is there. And it helps to develop and uncover it when we show the man or the child that we *believe* it is there. We shall sometimes be deceived, our confidence be abused. Still we should trust. We do it outside these grounds. Why not here? The weather deceives us, the seasons disappoint us, and our crops fail, and yet we do not distrust the earth, but have faith that next season will meet our hopes. The same God created the man and the child's nature who made the earth and controls the seasons.

I would not only trust these girls, but I would make them feel that I trusted them. I would avoid seeming to suspect them or to watch them. Suspicion operates as a poison, and leads to concealment, equivocation and evasion.

My faith in the girls is sufficient to recommend occasional association, outside the chapel, between the inmates of the different houses. Presuming those in each house to average alike in character, we wander away from the home and family idea when we forbid association with neighboring families.

You may say this must be done as a police regulation, and I am well aware that such association would sometimes produce temporary disturbance, but we must look beyond present annoyances, in estimating the good or evil result of any principle or policy. I make this suggestion with due regard

to the larger experience and different opinion of your board and that of your predecessors.

ENCOURAGEMENT.

We should not only exhibit confidence in the girls, but encourage confidence in themselves. Self-confidence will lead to self-government, and this is what they will need in the world. We can govern them here, with reasonable success, (there is danger of their being governed too much,) but to make them capable of self-mastery and to teach and encourage them to gain it, should be our constant effort. Their past life and the circumstances under which they come to us naturally tends to depress their spirits. They have heard little of invitation or commendation, but more of irritation and condemnation. Self-respect needs to be increased. Disparagement leads to discouragement. They should be made to feel that so far as our relations to them are concerned, they enter the institution with a clean record. They should be welcomed to a home, and be made to feel that they are neither to be watched or suspected, but trusted and helped.

RULES.

In the earlier reports much was said in regard to the absence of rigid rules and regulations. I found a larger number of rules than I had expected, and more than seemed to me expedient. Did it ever occur to you that a child desires especially to do that which is forbidden? This propensity in human nature is strongly exemplified at the home of a friend, who has flower gardens on opposite sides of the way—both adjacent to his house. One stands open to the street, and the flowers are seldom disturbed; the other is surrounded by a fence, through which passing hands are constantly thrust, and the flowers are stolen.

I would trust more and forbid less. Rules bear alike on all, while in families parents adapt their government to the varied dispositions of their children.

When our girls go out from these limits and restraints, they are more likely to indulge in excesses than if they had been under a control less arbitrary and external, and more flexible because more self-imposed.

INVIDIOUS DISTINCTIONS.

By all means I would avoid making invidious distinctions. Contrasts of character and conduct may be good incentives for us, but it is better that we discover them ourselves, or learn them by private personal suggestion, rather than that they be pointed out and commented upon in the presence of another.

EMPLOYMENT.

I appreciate the necessity of encouraging industrious habits ; that something must be found for restless hands to do, and it would be well if the same enthusiasm could be carried into the work-room as into the school-room. But I would neither introduce nor carry on any work for the sake of its income, for I believe we can employ the girls more profitably to themselves, in making and mending their own garments. Knitting and braiding should be taught, but not pursued for the manufacture of sale work, except as a resort when other work failed. I think we must admit that the girls do not go out from us even good sewers, to say nothing of their inability to cut and make their own garments, though they may have been with us for a year or two. This seems to me a deficiency in their education, and one which I think the ladies would gladly remedy, if they could feel that there was no pecuniary consideration attached to the labor of the girls.

HEALTH.

The institution has always been blessed with remarkably good health, which might be expected considering the exemption of the inmates from exposure, and their simple diet ; yet many come to us with an hereditary taint and little vigor, owing to previous privations. They have but little exercise, as the domestic labor is performed by few, and the other work calls for no muscular exertion. Dr. Thompson has repeatedly suggested the practice of calisthenics or gymnastics for muscular development, but it has not been introduced. It commends itself, especially for the younger girls.

TWO THEORIES.

In the tilling of the soil, there are two theories. One proposes to uproot the weeds, that the grain may flourish ; the

other seeks, by high cultivation, to produce a flourishing crop that leaves no room for the tares.

So in medicine—one strives to expel the disease by means more or less forcible, the other seeks to build up the constitution, and restore the natural functions of the body, that disease may be resisted.

And in efforts for moral reform, there seems to me to be two theories. One may be called chasing the demon, the other inviting the angel. One would exorcise the spirit of evil, the other would invite and cultivate the desire for good.

In the one case, by the more violent process, a temporary victory is gained—the enemy is routed, but still hovers near, waiting an opportunity. In the other, the field is so protected and pre-occupied, that the foe cannot enter.

The whole tenor of my letter will indicate which I would put in practice.

IN CONCLUSION

Let me say that by my reluctance, for my own sake, to relinquish a place where I have enjoyed so much, I can judge how glad Mr. Ames must be to resume the duties he loves so well, and he must have been proud of his welcome home.

You will believe that Love, Faith, Encouragement and Confidence are my favorite words, and that the more their spirit is developed, the greater will be our success. One Trustee's Report says, "None but a loving spirit, can impart a loving spirit" — a valuable lesson for us all. My faith in the girls has increased by my association with them, as well as my love for, and my interest in them. I believe I am a better man for having dwelt among them. What is more winning than their gratitude for kindness bestowed,—their desire to reciprocate? How commendable their respect for their seniors, and their general good behavior.

In estimating the result of our work, we must remember not only those who have been positively reformed, but must consider what all might have been if they had not been sent to us at all. So if we only stay the downward progress, and make no advance in the right direction, there is still a positive good. But success comes of hard toil, and we must sometimes suffer failure.

I trust I appreciate the trials of those who are in daily association with these girls, the annoyances, anxieties and disappointments. All life is full of these ; but life in a reformatory especially so, to a true man or woman. Many sad hours must follow the failure in some one case, where cherished hopes of a reform are suddenly destroyed. Tears are not from the eyes alone. The heart weeps in sympathy, but let us believe that the drops crystallize into a brilliant jewel, which reflects a light "almost divine." All good desires, thoughts, deeds, are divine. We are but the channel through which they flow, and thankful ought we to be that the divine current is sure to deposit in our hearts the seeds of constant joy.

Yours truly,

FRANK B. FAY.

CHELSEA, Oct. 1, 1866.

C.B.

STATE INDUSTRIAL SCHOOL FOR GIRLS, 1750-1877.

L.B.

1865-6.	1865-6.	1865-6.	1865-6.	1865-6.
To amount paid— For salaries, labor, &c., . . . fuel and light, (two years,) . . . clothing, . . . flour and meal, . . . repairs, . . . furniture, bedding, &c., . . . provisions, . . . groceries, . . . grain for stock, . . . transportation & travelling expenses, fruit and vegetables, . . . medicine and supplies, . . . Trustees' expenses, . . . miscellaneous expenses, . . . balance carried forward, . . .	\$8,140 71 3,618 50 2,991 87 2,823 95 2,651 81 1,484 52 1,557 15 1,342 11 143 42 153 25 42 00 62 44 82 44 1,801 12 4,339 11 \$31,234 40	1865-6. By cash of State Treasurer, . . . collections of towns for support of girls, . . . collections of individuals for support of girls, . . . cash of A. E. Boynton, Farmer, . . . cash of Allen, Lane & Co., socks, . . . cash of H. Safford, socks, . . . cash of Hills & Son, braid, . . . cash for articles sold, . . . cash of past Treasurer, error in account, . . .	\$27,403 17 2,273 70 45 50 907 54 99 10 6 36 426 81 53 22 19 00 \$31,234 40	

1866, October 1. By balance cash on hand, . . . \$4,339 11

(E. & O. E.)

FRANK B. FAY, Treasurer.

INVENTORY OF PROPERTY.

REAL ESTATE.

Chapel,	\$3,000 00
House No. 1,	12,500 00
No. 2,	12,500 00
No. 3,	8,000 00
No. 4,	12,500 00
No. 5,	4,300 00
Superintendent's house,	2,500 00
Farmer's house,	1,200 00
Six barns,	1,200 00
Wood-house,	400 00
Carriage-house and work-shop,	800 00
Ten acres woodland,	1,000 00
130 acres farm land,	10,400 00
Amount real estate,	<u>\$69,800 00</u>

PERSONAL PROPERTY.

Personal property in Superintendent's office, including library,	\$400 00
Personal property in chapel,	850 00
in store-room,	475 00
in houses, furniture, clothing, &c.,	9,950 00
Produce of the farm on hand,	1,787 70
Valuation of stock,	1,900 00
Valuation of farming utensils,	709 00
Amount of personal property,	<u>15,571 70</u>
Total,	<u>\$85,371 70</u>

SUPERINTENDENT AND CHAPLAIN'S REPORT.

*to the Trustees of the State Industrial School for Girls,
at Lancaster.*

WORTHY GENTLEMEN:—I herewith present the Eleventh Annual Report, together with the following tabular statements:—

Number present in the institution, Oct. 1, 1865,	132
received during the year,	59
returned from indentures,	11
returned from hospital,	1
returned upon recommitment,	8
returned having no other home,	1—207
indentured during the year,	38
returned to friends or placed at service, time having expired,	12
discharged as unsuitable, from ill-health, incapacity, &c.,	6
discharged to parents or good homes,	10
sent to hospital,	8
died,	1
now present in the institution,	187—207
received into school from its opening,	500
returned from indenture since opening,	66
returned from hospital,	9
recommitted,	8
returned having no other home,	5—606
Net excess by returns and recommitments,	88
Grand whole number of individual girls,	528

Now under indenture,	53
Delivered to friends at the expiration of their time, or who have completed their term of indenture,	299
Discharged as unsuitable,	48
Dismissed to their parents,	39
Sent to hospitals and almshouses,	25
Deceased,	3
Escaped (first year,)	2
Now present in school,	137—606
Deduct excess by returns and recommitments,	83
Whole number of individual girls,	523
Number of separate families,	5
Present limit of accommodations,	150
Average attendance for the year,	144

Of the number now in the institution, there were born —

In Massachusetts,	106	Lived at home,	73
Maine,	8	from home,	64—137
New Hampshire,	5	Before coming, attended school —	
Connecticut,	1	For some time,	90
New York,	8	For a short time,	44
Maryland,	1	Not at all,	3—137
Texas,	1	Attended some religious service —	
England,	5	Frequently,	80
South Carolina,	1	Seldom,	50
California,	1—137	Not at all,	7—137
Of American parentage,	61	Of those committed this year, when sent to us there were—	
Irish,	31	Of seven years of age,	2
African,	10	eight,	0
English,	5	nine,	3
French Canadian,	2	ten,	1
Scotch,	2	eleven,	5
French,	2	twelve,	4
German,	1	thirteen,	13
Swiss,	1	fourteen,	11
Mixed,	10	fifteen,	20— 59
Unknown,	12—137		
Both parents living,	35		
One parent living,	59		
Orphans,	43—137		

Average age at admission since opening, 13.

Of the whole number since the opening of the school, w
have received from

Suffolk County,	155	Berkshire County,	17
Middlesex,	84	Hampden,	10
Worcester,	73	Plymouth,	10
Essex,	73	Hampshire,	10
Bristol,	44	Barnstable,	7
Norfolk,	36	Franklin,	4—52

Such is the statistical review of the year past. Heretofore it has been my duty to present a general review of life and labor, with its difficulties and its encouragements, its apparent successes or failures, but this year it is my pleasure simply to bear witness to the labors of others, and to testify to their fidelity.

Yet, allow me here, gentlemen, briefly to express my sense of obligation to your entire board, for the marked kindness and consideration I have received at your hands, and especially to *one* of your number, for his generous invitation to accompany him to Europe, that whatever of benefit might be derived from travel generally, and from visits to various institutions there, might be secured for myself and our school, through his kindness. And to *another* of your number,—upon the unanimous wish of the board, and to my own great and unexpected gratification,—for the devotion of his valuable time, and his most faithful, considerate and generous labors for the institution in my absence.

It affords me great pleasure to find the institution in so excellent a condition, to learn of the general good conduct of the girls, to observe renewed proofs of the wonted fidelity and devotion of the choice circle of ladies with whom I have been associated, and evidences also of the earnest spirit *presiding* over it, manifesting itself in labors to advance the general interests of the institution, and promote the happiness of the girls, and aid the matrons in their arduous labors.

It has been a source of gratification to be confirmed in our views of the excellence and superiority of our system, by intercourse with some of the most earnest workers and friends of reform in Europe, and we return to our work with increased

confidence in our methods of labor, yet feeling even more deeply the truth of Stephenson's remark, that "the success of the work depends upon the spirituality of the worker," and the necessity of each of us, as laborers, living as examples of what we would train our girls to become; for the work to be accomplished in them, is not simply the removal of ignorance, but also the love of sin, or of selfish gratification in wrong-doing. It is not simply to teach them reading, writing and geography, but how to resist temptation, to live uprightly.

We must awaken, and, in some instances, almost *create* a conscience, and then gain a hold upon their entire nature through their affections; and this, I believe, we can best secure through the instruction and daily influence of intelligent Christian ladies, as they are thus brought into constant contact with them through the *family* system, together with our Sabbath services and Bible instruction generally.

I can hardly suffer this occasion to pass, without expressing my own most cordial sympathy with you, as a board, in the vote* entered upon your records, in June 1865, (omitted in last report,) expressive of your deep regret upon the resignation of Hon. Francis B. Fay, as Treasurer of the institution, and of high appreciation of his most faithful service in that office, since the opening of the school. Not only as Treasurer, but as Commissioner, Trustee, and one of the projectors and early active friends of the institution, he labored long and faithfully to promote its interests in all departments. But few can know the time, thought and personal labor he devoted to it from its inception. Though we may not welcome him longer, as an officer upon our grounds, or at our meetings, we rejoice

* *Voted*, That we receive with deep regret the letter announcing Colonel Fay's resignation of the office of the Treasurer of the institution. Colonel Fay has so long been identified with its prosperity, has always taken such a parental interest in its welfare, the Trustees have so long relied upon him for watchful care and wise counsel; and all having charge of it have so constantly felt his warm, hearty sympathy, that we cannot see the tie which has united us severed without the profoundest emotions.

Voted, also, That the sincere thanks of the Trustees be presented to Colonel Fay for his long, most valuable and faithful services, and that these votes be placed on record and a copy of them be respectfully communicated to Colonel Fay, with our assured conviction that no language which we could use would be adequate to express the deep obligation which we, in behalf of hundreds whom he has been instrumental in saving and blessing, must always feel.

in the hope of still receiving his counsel, and enjoying friendship and his sympathies.

A general degree of health has been enjoyed throughout the institution. Very highly have we been favored by Providence in exemptions from prevailing diseases and deaths, yet in the families of our families, during the year, the angel of death has been commissioned to bear away one of our little girls, Ida M. She had been with us but a few months, her health always delicate, peculiarly subject to convulsions. Being visited by relatives, it was thought desirable she should return with them to their home for a few days, hoping that the change might be beneficial, but suddenly and unexpectedly she died on the following day. She had endeared herself to all her associates by her amiable and affectionate disposition, and her sudden departure awakened emotions of deep sorrow, and produced unusual thoughtfulness.

With a sense of increased obligation to our Heavenly Father for his unnumbered mercies, to all my associates in labor for their fidelity and cordial co-operation, and to you, gentlemen, for your continued kindness and support, I submit this Report earnestly imploring Divine guidance and blessing in all future labors.

Respectfully yours,

MARCUS AMES,
Superintendent and Chaplain

LANCASTER, Oct. 1, 1866.

PHYSICIAN'S REPORT.

To the Trustees of State Industrial School for Girls.

GENTLEMEN :—I have met with but few cases of severe disease in the institution the past year, and but one death during that time. But while we have been thus free from the more dangerous types of disease, the milder forms have steadily increased, requiring frequent visits and constant care. This may be partially explained by the greater number of examples of hereditary predisposition, in which great and constant effort is necessary to overcome the tendency to disease so plainly developed in the system.

But with the recent improvements in diet, and the facilities for the care of the sick, I trust that our exertions will be crowned with success, and that the future will prove as satisfactory as the past.

J. L. S. THOMPSON.

LANCASTER, Oct. 1, 1866.

FARMER'S REPORT.

To the Trustees of State Industrial School for Girls.

GENTLEMEN :—The labor of the husbandman is again summed up by the gathering in of another harvest, and we have been abundantly rewarded.

The season has been a propitious one, and our crops have been above an average. We have had fourteen acres under the hoe—four acres to corn, four to beans, three to potatoes, and three to roots and garden vegetables. Our crop of hay has been an average, and our grain much above the average. The valuation of produce and stock by disinterested men cannot but be satisfactory; and it is a great pleasure to me to show you a handsome balance in favor of the farm. By constant judicious labor and economy in all the departments of farm management we hope to meet your approbation, and secure a good return for the benefit of the institution.

Respectfully, your ob't servant,

A. E. BOYNTON.

Dr.	STATE FARM in account with A. E. BOYNTON, Farmer,		Cr.
	1865-6.	1866.	
To value of stock on hand, . . .	\$1,785 00	By value of stock on hand, . . .	\$1,900 00
value of farming tools, . . .	709 00	value of farming tools, . . .	709 00
value of produce on hand, . . .	1,787 15	produce of farm on hand, . . .	1,787 70
expenses of the farm for the year, . . .	1,671 45	summer vegetables, . . .	100 00
salary of Farmer, . . .	700 00	sales during the year, . . .	907 54
balance to the credit of the farm, . . .	445 96	milk for the institution, . . .	682 00
		beef and pork for the institution, . . .	384 26
		labor for institution and on grounds, . . .	578 08
		miscellaneous work, . . .	100 00
			<u>\$7,048 58</u>

A. E. BOYNTON, Farmer.

LANCASTER, October 1, 1866.

ELEVENTH ANNUAL REPORT
OF
THE TRUSTEES
OF THE
STATE LUNATIC HOSPITAL
AT NORTHAMPTON.

OCTOBER, 1866.

BOSTON:
WRIGHT & POTTER, STATE PRINTERS,
No. 4 SPRING LANE.
1866.

Commonwealth of Massachusetts.

ELEVENTH ANNUAL REPORT

OF THE

TRUSTEES OF THE NORTHAMPTON LUNATIC HOSPITAL.

*To His Excellency the Governor of the Commonwealth, and
the Honorable Council.*

The Trustees of the Northampton Lunatic Hospital hereby submit for your consideration their Eleventh Annual Report.

At the beginning of the official year, the number of patients in the hospital was 852; from that time forward there was a gradual increase until, on the 24th of August, 1866, the number was 408; and the year has closed with 405.

The number received was 136, of whom 88 were transferred from the hospitals at Worcester and Taunton, and 4 from the State almshouse at Monson.

The number who have left the hospital is 52; of whom 24 were cured, 20 improved, and 8 unimproved.

The number cured is in a favorable ratio to the number of recent cases received. The hospital still labors under disadvantages as a curative institution, from the disproportion of its size to the extent of territory and population, within the State, from which it draws its patients. But time will gradually overcome these difficulties; and we cherish the belief that, as the salubrity of its locality, the beauty of its site, and the other advantages which it presents, are more extensively known, it will become a more general resort for mental invalids in the earlier stages of their disorder.

LUNATIC HOSPITAL AT NORTHAMPTON. [Oct

The deaths have been 81,—a small number considering the average population of the hospital; and there has been but very little acute disease in any part of the year.

By the accompanying report of the Superintendent, to which we refer you for further statistics, it will be seen that a liberal system of labor, recreation, entertainment and amusement has been prosecuted through the year. This plan of treatment receives our cordial approbation, and we can testify to its efficiency in the promotion of the desired ends,—occupation of both body and mind, subjugation of irrational speech and action, and quietude, order, discipline and contentment in a large and heterogeneous family.

At the regular meetings of our Board we have inspected the wards of the patients, as well as other parts of the premises, and in this way, together with observation at many incidental visits, we have gained and preserved a knowledge of the general condition of the hospital and the treatment of its inmates. Both have been at all times satisfactory. Some of our members carry keys to the two wings, and consequently have ready access to them, unaccompanied.

The farm continues to improve and to demonstrate, more and more, its utility as an appendage of the hospital, both as a producer of food and an excellent means for the proper exercise and recreation of the patients.

The receipts of the hospital in payment for the board of patients, have been sufficient to defray the necessary current expenses, and enable us to introduce many improvements in various parts of the extensive building.

The income from boarders, or private patients, has been constantly increasing, from the first year of the operations of the hospital to the present time. The amount received from this source during the first two official years cannot be precisely ascertained; but since that time it has been as follows:—

Official year 1860-61,	.	.	.	\$12,088 34
“ “ 1861-62,	.	.	.	14,228 19
“ “ 1862-63,	.	.	.	14,972 85
“ “ 1863-64,	.	.	.	17,397 78
“ “ 1864-65,	.	.	.	17,556 62
“ “ 1865-66,	.	.	.	19,475 09

Thus it appears that these receipts, for the past year, exceeded those of any former year by \$1,918.47; and were larger than the similar receipts, three years ago, by \$1,052.74. The larger this income, the more the burden of the support of the institution is lifted from the treasury of the Commonwealth.

The restrictive system for the purchase and distribution of supplies, early introduced, with our approval, by the Superintendent, is still in operation. Its effects in the reduction of labor and in the saving of material exceed our expectation, and have a marked and favorable influence upon the finances of the institution, as well as upon its easy and orderly working.

In accordance with the Act of the last legislature appropriating the sum of \$2,000 for repairs, two cylindrical iron water tanks, with a capacity of 1,958 imperial gallons each, have been placed as substitutes for the old wooden ones, in the attic of the north wing, and are working well. Two similar ones for the south wing have been ordered, and it is expected that they will be finished and in operation before the end of October. The cost of the four, and of the necessary alterations in some of the old tanks, to bring them to the level of the new ones, will, so far as we can now estimate, be nearly or quite equal to the appropriation.

The hospital was heated, the past winter, if not perfectly, yet so well that there was no great discomfort. But in the coldest weather, in order to do this, it was necessary to drive the fires of all the boilers as far as safety would permit. In view of this, and of the liability of the boilers to accidents by which one or more of them might be rendered temporarily useless, we have considered it the part of prudence to provide for such an emergency.

A fourth boiler, similar to the other three, has been procured. This will add one-third to the heat-producing power of last winter; and we anticipate with confidence a well-warmed hospital during the approaching winter.

The necessary disbursement for this improvement will be made from the current funds of the hospital, without aid from the treasury of the State.

A general statement of receipts and disbursements, showing the present condition of the finances of the institution, is presented in the Treasurer's report hereto appended.

The accounts of the year have been audited and approved. It appears by them that the assets available for current expenses, at the close of the official year, amount to \$12,502 59

Liabilities at the same date,	16,671 09
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Leaving a balance of liabilities of	<u>\$4,168 50</u>
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It will be noticed that, to meet payments for fuel, supplies, &c., the Treasurer was obliged to borrow, and now owes at bank the sum of five thousand dollars.

For the easy management and best interests of the institution, a sum should be available for what may properly be termed *working capital*. The sum at command should be so large as to prevent the necessity of borrowing.

We cannot close the record of another year without giving renewed expression to our appreciation of the wise, thorough, and conscientious manner in which the Superintendent has discharged his varied and arduous duties. Both the Commonwealth and the inmates of this institution are to be congratulated upon the possession of services so valuable. It is also a pleasure to be able to say, that between him and the members of this Board, entire harmony and co-operation have at all times obtained. It is believed that, measured by all the ordinary standards of success, the hospital, during the past year, has been eminently successful. The broad beneficence of the Commonwealth has been prudently disbursed, and the interests of the body politic have not been overlooked.

We confidently ask for this institution the favorable consideration and the continued care and protection of the government.

Respectfully submitted.

EDMUND H. SAWYER,
S. M. SMITH,
E. HITCHCOCK,
ELIPHALET TRASK,
HENRY L. SABIN,
Trustees.

NORTHAMPTON, Oct. 3d, 1866.

TREASURER'S REPORT.

To the Trustees of the Northampton Lunatic Hospital.

The Treasurer respectfully submits the following statement of the Receipts and Expenditures for the year ending September 30th, 1866 :

RECEIPTS.

Balance in hands of Treasurer Sept. 30, 1865,	.	.	.	\$658 77
Received for board of private patients,	.	.	.	21,403 77
for board of town paupers,	.	.	.	6,307 97
for board of State paupers,	.	.	.	42,206 35
on sundry accounts,	.	.	.	715 41
for animals and produce of farm sold,	.	.	.	1,691 65
Borrowed of banks,	.	.	.	5,000 00
				<hr/>
				\$77,983 92

PAYMENTS.

For provisions and supplies,	.	.	.	.	\$26,987 15
fuel,	.	.	.	.	9,283 26
gas and oil,	.	.	.	.	1,134 31
wages and salaries,	.	.	.	.	13,099 04
furniture,	.	.	.	.	2,084 19
clothing and dry goods,	.	.	.	.	3,545 65
contingencies,	.	.	.	.	1,285 89
farm,	.	.	.	.	5,909 02
farm stock,	.	.	.	.	1,502 82
farm wages,	.	.	.	.	1,396 55
repairs,	.	.	.	.	3,677 14
miscellaneous expenses,	.	.	.	.	706 31

LUNATIC HOSPITAL AT NORTHAMPTON. [Oc

anks, borrowed money,	.	.	.	.	\$6,000 0
nce in hands of the Treasurer,	.	.	.	.	1,872 5
					<hr/>
					\$77,988 9

S. M. SMITH, *Treasurer.*

ie Committee appointed to audit the accounts of the Treasurer have
ded to the duties assigned to them, and report that they have examined
ooks and accounts of the Treasurer, and find proper vouchers for s
es made.

E. H. SAWYER,
ELIPHALET TRASK.

ORTHAMPTON, Oct. 8, 1866.

SUPERINTENDENT'S REPORT.

To the Board of Trustees of the Northampton Lunatic Hospital.

GENTLEMEN,—Another fiscal year of the institution under your general care having come to its close, the Report including a partial history of the proceedings of that year, is hereby presented.

The duty of addressing myself to this subject is not unmingled with pleasure, nor wholly, as may be hoped, devoid of thankfulness and gratitude. A general retrospective glance over the expired period brings to view but few of those accidents or painful incidents to which hospitals of this kind are particularly subject,—occurrences which shock or agitate at the time, and are remembered only because the violence of their impression is such that they cannot be forgotten. On the contrary, that glance reveals—and I now refer to all persons residing in the hospital—a large and constantly increasing family, attentive to duties where duties are imposed; industrious, so far as the ability to work exists; almost universally obedient to wholesome rules and regulations, and moving forward, from day to day, throughout the year, with a quiet, systematic order which leaves little room for improvement, and with as great a degree of harmony as can reasonably be expected, where more than four hundred human hearts, with all their passions and emotions, are beating beneath one common roof.

The income of the hospital from its current earnings has been sufficient, not for its support alone, but for the payment of a considerable sum for permanent improvements.

The number of patients has been greater than at any former time; the restorations to health bear a satisfactory proportion to those considered curable on admission; deaths, relatively to the number of inmates, have been few; and the general health of the household has been remarkably good.

MEDICAL HISTORY.

The subjoined table presents a summary of the general statistics for the year :

	Men.	Women.	Total.
Patients in hospital Oct. 1, 1865, .	158	194	352
Admitted from the general population, .	56	38	94
Transferred from other State hospitals, .	16	22	38
“ “ S. almshouse, Monson, .	8	1	9
Whole number in course of the year, .	238	255	493
Discharged, including deaths, . . .	51	82	133
Remaining Sept. 30, 1866,	182	223	405

CONDITION OF THE PATIENTS DISCHARGED.

	Men.	Women.	Total.
Recovered,	15	9	24
Improved,	18	7	25
Unimproved,	5	3	8
Died,	18	13	31
Total,	51	32	83

Daily average number of patients,	166.97	209.37	376.34
Largest number on any day,	180	228	408
Smallest “ “ “	157	194	351

Of those who recovered, eleven were private boarders ; three our own patients ; and ten State patients.

Of the State patients who recovered, only one was among those who had been transferred from other State institutions.

Of the deaths, thirteen were of private boarders ; eight our own patients ; and ten of State patients.

Of the State patients who died, seven had been transferred from other State institutions.

Of the private boarders who died, the ages of four were 80, 81, 85, and 81 years, respectively. One of them was 80, another 81, and a third 84 years of age, at the time of admission to the hospital.

Three deaths were from that fearful and very fatal form of mental disorder and cerebral disease, typhomania. In these

cases, death occurred in *two*, *seven* and *ten* days, respectively, after the admission of the patients.

One patient, 78 years of age when admitted, and broken down with disease and debility, died on the *eighth* day of his residence in the hospital. Another, who died of pneumonia, contracted before he came, lived but *eleven* days.

Notwithstanding this unusual mortality from old age and the severer forms of disease, the proportion of deaths, as compared with the daily average number of patients resident in the hospital,—which is the only accurate basis of statistics upon the subject,—has never but twice, in the history of the institution, been so small.

The capacity of the hospital being unduly great for the population of the western part of the State, private patients are received from other States. No case is rejected on account of incurability or physical disability. As a necessary consequence, a very large proportion of those who are admitted from the general population are incurable; while those who are transferred from other State institutions are almost wholly so. But the ground is taken that, inasmuch as the hospital was designed to be a public benefit, it becomes our *duty*, so long as there are accommodations, to take those who are the most troublesome at home, as well as others, how troublesome soever they may be here, or how unfavorable soever may be the prospect of restoration.

Although, as above mentioned, patients are not rejected because of bodily infirmity or mental incurability, it is proper to add that, in several instances of application for persons habitually intemperate, the applicants have not come to the hospital, from dislike of the requisition that they should be subject to the same rules and regulations as other patients. Such persons cannot be received on any other conditions; and although there have been *three* in the course of the year, there is now no one in the house.

Two years ago, we began to keep a record book, showing the daily admissions and discharges, and the number of patients in the house. In the course of the past year, a similar book for all the former years since the opening of the hospital, has been compiled from the ordinary records. The subjoined statistical history is derived from these books.

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The first patient—a woman—admitted to the hospital, was received on the first day of July, 1858, and there was no other admission in the course of that month. On the 3d of August came the second patient; and the number increased before the end of that month to sixty-one, making the daily average for the month 31.64. At the close of September, the number was 220; and the daily average for the month was 141.23.

At this period, October 1st, 1858, began the official year, and the annual daily average number of patients, calculated in fractional hundredths, from that time to the present, is as follows:

Daily Average Number of Patients.

OFFICIAL YEAR.	Men.	Women.	Total.
1858-59,	95.73	133.61	229.34
1859-60,	118.78	142.17	255.95
1860-61,	136.74	177.52	314.26
1861-62,	137.80	175.99	313.79
1862-63,	155.12	189.00	355.12
1863-64,	157.10	200.00	357.10
1864-65,	153.81	188.59	342.40
1865-66,	166.97	209.37	376.34

The daily average of the last year is 18.72 larger than that of any former year.

All previous calculations of this kind, for this hospital, have been based on the numbers in the house on the last day of every month, and hence the result, in each instance, was *monthly* rather than a *daily* average. In preparing this table the sum of the numbers on all the days in the year was divided by the number of days in the year, thus giving perfect accuracy.

For further statistical information relative to the patients you are referred to the tables in the Appendix.

MEDICAL TREATMENT.

The medical treatment is still based upon the same general principles which were briefly portrayed in the report for 1865, and there is little of novelty to be mentioned in this connection.

The new "cure" for epilepsy—bromide of potassium—has been freely used in a considerable number of cases, without other favorable result, hitherto, than a mitigation of the severity of the disease in a few of them. The cases here are all chronic. It may be more efficient in the earlier stages of the disease.

MORAL TREATMENT.

Manual Labor.—For reasons partially alleged in the last annual report, work with the hands is considered here, as it is elsewhere, the most powerful of those hygienic and curative agents and influences which are classed under the general head, "Moral Treatment." In cases of acute mania or melancholia, when the physical health is sufficiently restored, and intellectual improvement begins, nothing other than the wholesome exercise of manual labor will so certainly hasten that improvement, confirm convalescence, and re-establish perfect health. It is believed that in no former year has this agent been more extensively applied than in that which has just closed.

Comparatively few, however, of the boarders have been accustomed to active labor at home, and it is not to be expected that they will begin it here. For such, there are other methods of exercise. Yet there are some, even of this class, who prefer work to idleness, and engage in it much to their advantage.

But the principal part of the laborers are the incurable State patients; and among these are some who are as much interested in the farm and its belongings, and who work as faithfully as if the establishment were their own. There are, indeed, several patients who *claim* the ownership of it, but they are not all of them among the workers.

It is estimated that not less than three-fourths of all the work done on the premises is done by patients. This is not a "glittering generality," assumed by an individual interested in giving the "color of rose" to all the appertainings of the hospital, but the result of careful personal observation, as well as consultation with officers, employés, and intelligent patients, some of whom have placed the proportion at a higher point.

In the sewing room, where a daily account has been kept throughout the year, the number of days' work was 4,752.

In other departments, where patients are constantly employed through the day, so that a result nearly approximating accuracy can be reached, a record of the work, in numbers of days, has been kept from the beginning of the current *calendar year*. Those results are embodied in the following table:—

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.
Roads—Men, . . .	-	-	-	84	180	105	90	88	-	8
Farm—Men, . . .	819	721	744	305	356	392	444	394	339	3,010
Mattress Room—Men, .	177	147	116	-	-	-	-	-	-	440
Bakery, Boilers—Men, .	116	104	116	110	114	108	114	114	106	1,000
Kitchen—Men, . . .	93	84	93	90	93	90	93	93	90	840
Women, . . .	211	224	258	247	289	270	279	270	253	2,381
Laundry—Men, . . .	27	24	27	26	26	26	26	27	26	240
Women, . . .	259	277	321	266	328	306	298	358	318	2,770

The aggregate of these totals is: for men, 6,019; women, 5,050; both sexes, 11,069.

Aside from the above, it is estimated that, within the official year, about 500 days' work of patients has been done in the groves, cutting under-brush, grubbing, and excavating stone.

All the foregoing is out of the departments occupied by patients. Within those departments, the labor is simply "house-work," not including cooking, and is chiefly to be done during the first three or four morning hours, and at the time of meals. It is so inconstant, and is participated in by so many, that an accurate record of time would be impossible. But the Supervisors agree with me in the estimate that the work done by patients is as much as would be performed by twelve hired persons in each wing. This, for the year, would be, for each department, 4,380 days; for both departments, 8,760 days.

The sum of these records and estimates is 25,081 days. Allowing 2,919 days to complete the year for the departments in the nine months' table, we have (28,000) twenty-eight thousand days as the aggregate annual number.

This is not a high estimate ; but it must be remembered that a large part of the work is far less efficient than that of healthy men and women.

The patients who worked in the mattress room “picked” hair and hatchelled husks. The filling and tying of mattresses was done by attendants. The following schedule shows the quantity of work thus done on the bedding :—

New mattress ticks filled with hair,	. . . . .	10
Hair mattresses re-picked,	. . . . .	10
Hair mattresses made narrower, and re-tied,	. . . . .	39
New mattress ticks filled with new husks,	. . . . .	8
New mattress ticks filled with old husks,	. . . . .	9
Husk mattresses cut narrower and re-tied,	. . . . .	16
Old mattress ticks filled with new husks,	. . . . .	98
Hair pillows re-picked,	. . . . .	121
Hair pillows made,	. . . . .	15

The bedding, particularly of the men’s department, was much improved by these changes.

Services and Entertainments in Chapel.—The by-laws of the hospital require that “the Superintendent shall procure the attendance of some clergyman each Lord’s day, who shall perform one divine service, at such time as he may direct.” This provision is eminently proper, and if a discriminative judgment be exercised in the selection of patients to attend the service, the exercise is unquestionably beneficial. In many patients the religious sentiment does not appear to be either exalted, perverted, or depressed, but still retains its natural condition. To these the Sabbath services are as applicable and as acceptable as ever. To those in whom that sentiment has become abnormally obtuse, they can do no harm, and *may* be beneficial by rousing it to a more healthful action. The few in whom disease has rendered that sentiment highly susceptible to excitement, whether it be those who believe themselves Deity, or more nearly connected with Deity than other persons, or those who, subjects of melancholia, impute to themselves all the evils, the disasters, and the sins of the family, the neighborhood, the town, or the world, should not be permitted to attend them.

Many among the most wayward and least subject to self-control at ordinary times, are still so far under the influence of their devotional feelings, or so far affected by their former habits of attending religious gatherings, or perhaps both, that they sit quietly through these services. It is a fact no less remarkable than true, that the man who, of all who have been in the hospital the past year, has been the most constantly excited, boisterous, and destructive in the halls, has been one of the most constant attenders at chapel, where he not only behaves with propriety, but often assumes the charge of another somewhat perverse man, and makes him behave as well.

The fact is of profound significance in regard to the general subject of insanity, and the extent of empire which the disease attains over the will of its subjects. This man, though ordinarily turbulent, is silent through the religious exercise of the Sabbath. He controls himself in spite of his disease. He exerts this self-dominating power because *he has a motive* for its exertion. Why then does he not at all times abstain from noise and violence? The answer appears to be simply this: *Because he has no sufficient motive.* From this conclusion is derived the following proposition, the truth of which is, it is believed, confirmed by all accurate observation. So long as the insane preserve self-consciousness; so long as they appreciate the "I" of their own being, they can, in ninety-nine cases of a hundred, control their actions under the influence of a generally available motive. In more common, but expressive terms, "they can govern themselves if they have a motive to." It is the object of hospitals like this, and should be the constant study of all persons directly connected with such hospitals, to furnish the motive for that self-government.

It has been shown that in the Sabbath services we have one of these motives, potent in its nature, and theoretically broad in its application. It becomes then our duty to give to practice an extent corresponding with theory.

This has been a constant endeavor, during the last two years. The first definite record upon the subject made by the Superintendent was on the 18th of September, 1864,—two and half months after his appointment. On that day there were 162 persons, patients and others, present at the Sabbath service; and it is recorded that this was a larger number than

any former time since the aforesaid appointment. The audience was gradually increased until the 18th of December of the same year, when, for the first time, it equalled two hundred. On the next following Sabbath, Christmas day, the number was 218. In the first nine months of 1865, the number varied considerably, but with a general increase, and the highest point gained was 245. By the record of every Sabbath since that time, which will be introduced a little further on, it will be seen that, during the last two months, there has been a congregation which has varied but little from 300, and on one occasion rose to 310.

But if an assemblage for divine worship be useful, why not, likewise, assemblages for the other and more secular purposes for which mankind are accustomed to congregate? How disordered soever may be the general intellectual powers, in mental derangement, the "musical ear" retains its integrity, and the musical faculty its ability to act. Why, then, may not a concert impart enjoyment and render a motive for self-control? The taste for literature is often preserved. How then is it possible that a well-written essay, or a beautiful poem, should not be appreciated and thus become a governing power? An interest in scientific truths may still exist; and the love of the marvellous, always sufficiently strong, is perhaps more frequently strengthened than diminished by mental disorder. What is more marvellous than some of the operations of nature, as revealed in chemistry and natural philosophy? Is it not, then, probable, that a scientific lecture may be converted into a salutary agent, by inducing the healthy volition of the patient, and causing him to *act* as well as to *think* like a rational being?

"How serious and sad they look!" remarks a visitor, just emerged from one of the halls. Yes, my friend, very likely; people generally look serious when in the presence of unintroducted strangers; but it is not improbable that the patient who to you appeared the most serious of all, is at this moment cracking a plump and oily nut of a joke at your expense. Wit, humor, "fun," find their appreciators within these walls as well as without; and if their forces be properly applied and directed, they become promoters of self-control, of enjoyment, and of mental as well as physical health.

These truths are all suggestive. They point with significance to the utility, in establishments like this, of gatherings for other purposes than devotional exercises. Indeed, is not the proposition both plausible and reasonable, that such an institution should be made a microcosm in itself—a little world within which men and women shall find as many as possible of the sources of rational enjoyment to which they were formerly accustomed, the participation in them to be guided and governed by a prudent directive power, in order that excesses may be avoided and improprieties shunned? If men are enabled to *act* like rational beings, is not the probability that they *think* like rational beings greatly enhanced? All common observation answers in the affirmative.

Influenced by reflections like these, and acting with the approbation of your Board, I have endeavored, in the course of the year, to give diversity of character to the exercises of the evenings of secular days.

Since the 4th of November last a record has been kept in relation to all these exercises; and the ability to exhibit the following detailed exposition is thence derived.

On the 17th of September, 1866, the painters began to fresco the chapel, and the record was suspended until the end of the month, which ended the official year. The number of days from the 4th of November, 1865, to the 16th of September, 1866, both inclusive, was 817.

The history of this period, so far as pertains to the subject before us, is as follows:

Religious worship on the Sabbath,	46	days
Lectures on the evenings of secular days,	88	times
Reading or recitation of poetry, and singing,	28	"
Reading the Bible, and singing,	147	"
Miscellaneous exercises,	4	"
Christmas: reading an account of it,	1	time
" Hops," in the rotunda,	81	times
Fireworks, Fourth of July,	1	time
Not recorded,	1	"
No exercise similar to the foregoing,	20	times
Total,	817	days

Hence it appears that of the 271 week-day evenings included within the period, there were but *twenty* upon which there was no exercise intended for the instruction, entertainment or amusement of the patients. These exceptional evenings were most of them at the close of days of unusually onerous duty on the part of the officers and employes—such as the monthly meeting days of your Board, and the days of inspection by legislative committees, and by the governor of the Commonwealth.

There is, then, an essentially *constant* means of occupying the attention of the patients during at least a part of the evening. The point thus gained is of vastly greater importance than would, perhaps, be suspected by persons unacquainted with hospitals and unexperienced in hospital life.

In the earlier periods of the history of these institutions, and anterior to the introduction to them of the more modern facilities for “moral treatment,” the evenings were the dullest, most monotonous, gloomiest and saddest part of the day. Halls filled with patients dragging listlessly through the lagging hours; some of them sauntering lazily to and fro; some squatting stupidly behind doors and in dark corners; some lounging or dozing upon settees or benches; and some stretched at full length, thoughtless, torpid, perhaps asleep, on the floor;—such was the evening aspect of the olden time, and such will always be the aspect unless efficient means be taken to prevent it. It is almost wholly prevented by our present arrangements. The hour for collection in the chapel arrives so soon after supper that there is not sufficient time for its occurrence, and yet so late that most of the patients retire immediately after their return. At this institution the position is taken that if the chapel exercises are good for one, they are good for all who are able to attend them, with such exceptions alone as shall be made for medical reasons. Hence it is intended that all new comers shall understand that these gatherings are as much a part of the business of the hospital as the gatherings at the dinner-table. The mind no less than the body must have its nutriment.

If a laboring patient be fatigued, or if any patient be unwell, he is permitted to retire before that hour. But it is expected that every one who has not retired shall attend the exercises.

All games in the halls are suspended ; the lights in the billiard room are extinguished, and those in the halls are "turned down." Thus a general co-operation is secured, as satisfactory in results as it is comprehensive in scope. It is proposed separately to examine the different kinds of exercises, and to exhibit in detail some of those results.

Divine Worship.—The following table shows the number of patients and other persons resident in the hospital who were present at the devotional exercise of each of the forty-Sabbaths above mentioned :

Attendance at Chapel.

SABBATH.	Men.	Women.	Total.	SABBATH.	Men.	Women.	Total.
1st, . .	110	150	260	24th, . .	127	162	289
2d, . .	111	160	263	25th, . .	120	165	285
3d, . .	120	156	276	26th, . .	124	159	283
4th, . .	114	184	268	27th, . .	124	168	292
5th, . .	115	157	272	28th, . .	107	160	267
6th, . .	109	150	259	29th, . .	120	161	281
7th, . .	117	160	267	30th, . .	114	166	280
8th, . .	115	148	263	31st, . .	118	163	281
9th, . .	116	158	274	32d, . .	110	167	277
10th, . .	107	156	263	33d, . .	116	152	268
11th, . .	118	160	278	34th, . .	110	164	274
12th, . .	100	152	272	35th, . .	128	161	289
13th, . .	113	168	281	36th, . .	110	146	256
14th, . .	116	158	274	37th, . .	118	151	269
15th, . .	124	184	278	38th, . .	114	151	265
16th, . .	124	162	286	39th, . .	125	163	288
17th, . .	123	154	277	40th, . .	124	173	297
18th, . .	116	161	277	41st, . .	126	170	296
19th, . .	129	162	291	42d, . .	135	170	305
20th, . .	100	166	292	43d, . .	132	166	298
21st, . .	120	156	276	44th, . .	135	180	315
22d, . .	128	166	292	45th, . .	137	173	310
23d, . .	121	171	292	46th, . .	137	170	307

Largest number of men on any day,	187
Smallest number of men on any day,	107
Largest number of women on any day,	173
Smallest number of women on any day,	138
Largest total number on any day,—Men,	187
Women,	173
	310
Smallest total number on any day,—Men,	116
Women,	138
	254
Average attendance, 46 Sabbaths,—Men,	120
Women,	159
	279

The question naturally arises, "How many of these were patients and how many other persons?" The number present, of officers and others connected with the hospital, was generally between twenty-five and thirty-five. The question can be *definitely* answered in regard to the last five Sabbaths alone. That answer is contained in the subjoined summary, which also includes the number of patients in the house on those several days:—

SABBATH.	ATTENDED SERVICE IN THE CHAPEL.						PATIENTS IN THE HOSPITAL.		
	OFFICERS & EMPLOYEES.			PATIENTS.			M.	W.	Total.
	M.	W.	Total.	M.	W.	Total.			
42d,	21	17	38	114	153	267	177	222	399
43d,	13	16	29	119	150	269	180	228	408
44th,	16	14	30	119	145	264	180	228	408
45th,	14	18	32	123	155	278	181	224	405
46th,	15	19	34	122	151	273	181	224	405

On the forty-fifth Sabbath the number of patients in attendance, as compared with the whole number in the house, was equal to 68.64 per cent., or a little more than two-thirds.

The number at chapel depends much upon the attendants; and it is due to some of these to say, that, through their efforts, many of the patients with chronic insanity, who had long been considered unfit, have been induced to attend; and now,

improved in appearance, in habits and in conduct, der themselves as becomingly as the others.

The services on the Sabbath are still conducted, in rota by the clergymen of the several denominational churches in village of Northampton; and it is proper here to record expression of satisfaction with their comprehension of the circumstances of the occasion, and the suitable adaptation of discourses.

Lectures.—By the wisely directed liberality of your Board was enabled, in the early part of the last winter, to expend nearly three hundred dollars in extending the means for illustration of lectures. An air-pump and an electrical machine each with a liberal quantity of appropriate apparatus, a pneumatic trough, with receivers, retorts and other implements materials for the generation and collection of gases, together with a variety of other things illustrative of the laws of nature, as expounded in chemistry and natural philosophy, were included in the purchase.

Thirty-eight lectures have been delivered in the course of the year. The subject and the number of persons present were as follows:

Lecture.	SUBJECTS.	PERSONS PRESENT.		
		Men.	Women.	Total.
1	The Power of the Mind over the Body,	104	120	
2	" " " "	104	120	
3	" " " "	103	130	
4	" " " "	89	131	
5	" " " "	110	136	
6	Pneumatics: illustrated with the Air-Pump,	116	122	
7	Pneumatics: " " "	100	134	
8	Pneumatics: " " "	123	133	
9	Pneumatics: " " "	112	129	
10	Pneumatics: " " "	107	123	
11	Composition of the Air: Carbonic Acid, with experiments,	114	127	
12	Hydrogen: with experiments,	104	117	

Number.	SUBJECTS.	PERSONS PRESENT.		
		Men.	Women.	Total.
13	Pneumatics: with experiments,	106	131	237
14	Ascent of HeVvellyn,	103	119	222
15	Comparative Anatomy and Physiology of the Nervous System,	109	122	231
16	Electricity: with experiments,	112	118	230
17	Anatomy and Physiology of the Muscular System,	100	126	226
18	Electricity: with experiments,	103	130	233
19	Electricity: " "	117	127	244
20	The System of Blood-vessels: Anatomy and Physiology,	102	132	234
21	Muscles: the Physical Laws of their Action,	112	130	242
22	Muscles: Gradation, Rapidity and Accuracy of Action,	114	129	243
23	Life in New York,	120	134	254
24	Similarities of the Nervous Fluid and the Imponderable Agents,	107	116	223
25	The Properties of Matter: with illustrations,	114	118	232
26	Aerostatics: with hydrogen balloon,	119	136	255
27	The Dignity of Labor: the general modest Aversion to such Dignity,	108	136	234
28	Chlorine: with experiments,	121	144	265
29	Natural History: illustrated with the Magic Lantern,	129	135	264
30	Natural History: " " "	104	144	248
31	The White House, Washington, and its Occupants since 1837,	100	135	235
32	The proper Relation between Attendants and Patients in Hospitals,	116	135	251
33	Architecture, Grecian and Roman,	125	140	265
34	Architecture, " "	125	151	276
35	Architecture, Gothic, Byzantine and Chinese,	121	149	270
36	Freedmen and their Schools,	121	142	263
37	Language,	106	125	231
38	The Nephila Plumipes or Silk Spider, with illustrations,	125	142	267
Largest total number on any evening,		125	151	276
Smallest total number on any evening,		89	131	220
Average attendance,		111	131	242

An audience varying through a long course of lectures only between the two not very distant extremes—220 and 76—may be considered very respectable in point of number; it is certainly sufficient to prevent the speaker from feeling that he is addressing “a beggarly account of empty boxes.”

For the graphic essay upon Life in New York we are indebted to George W. Horr, Esq., of Athol, Mass.

The three interesting, instructive, and finely illustrated lectures on architecture were delivered by Professor E. S. Snodgrass of Amherst, Massachusetts.

That upon language, which carried the hearers among the most easily reached roots of the matter, by Pliny E. Chase, Philadelphia, Pennsylvania.

The entertaining account of experience in the schools for freedmen, in Virginia, was given by Miss Julia A. Sherman, Brooklyn, New York.

The descriptive history of the *Nephila plumipes*, or silk spider, recently found in South Carolina, illustrated by pictures, diagrams, and portions of spider silk, and related by Burt Wilder, M. D., of Boston, Massachusetts, attracted, from its perspicuity and the novelty of its subject, the undivided attention of its hearers.

These seven lectures were all gratuities, for which through whose liberality we were enabled to enjoy them we received the cordial thanks of the audience.

The two lectures on natural history were delivered by the Assistant-Physician of the hospital; for the remaining twenty-nine, the Superintendent must bear the responsibility.

It was intended, as a general rule, that each lecture should occupy from forty-five to fifty minutes, but circumstances sometimes prolonged them to an hour or more. And it is considered worth the while, in this place, as a justification for the liberal disbursement for the philosophical apparatus, to record the mind of one of the gentlemen of your Board who was present, the fact that, at the thirteenth lecture, in which, as desired, for special reasons, to try many experiments with the air-pump, the audience of 237 persons, of whom more than two hundred were patients, sat apparently unfatigued, and with unflagging attention, more than two hours.

Other Entertainments.—There were four diverse entertainments in the chapel, in the course of the year, which could hardly be ranked among lectures proper. These were, in the order in which they occurred: first, a concert, by the choir of the Baptist Church in Northampton, and under the direction of their leader, Mr. Sacket; secondly, feats of legerdemain, and the dancing fairies, by Mr. J. W. Cadwell, of Springfield; thirdly, *Jonathan at School*, a poem, by Dr. J. G. Holland, of Springfield; and, fourthly, readings of *The Battle Hymn*, *The American Flag*, and other original poems, by Mrs. Julia Ward Howe, of Boston.

The attendance at these times was as follows:

	Men.	Women.	Total.
Concert,	119	181	250
Fairies,	135	171	306
Jonathan at School,	126	178	304
American Flag, &c.,	125	142	267

The merits of the music, the fun of the fairies, the marvel of the sleight of hand, the wit and the wisdom of "*Jonathan*," and the patriotism and pathos of "*The American Flag*" were duly appreciated, and, as the alliterative newspaper reporter would have written, had he been present, "they brought down the house, in reiterated rounds of rapturous applause."

This method of expressing approbation is permitted, because there is no good reason for its prohibition; and it would be invidiously unjust to prevent our inmates from making as much noise as other people on similar occasions. Pent humanity finds relief by applause, as a bottle of ale by effervescence. Nor is this the only evidence connected with the assemblies in the chapel, that tastes and habits, as manifested here, are less perverted than is generally supposed. Devotional exercises and philosophical lectures may all be very well in their way, but Mr. Cadwell's tricks and fairies were the power that first succeeded in drawing together three hundred of our household.

The four entertainments were, each and all, free-will offerings to the inmates of the hospital, and it is to be hoped that they who were the donors will receive their reward in the consciousness of the pleasure and the benefits conferred.

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Christmas.—On the evening of Christmas, the matter re-
 seen the singing of the two hymns, was an interesting and
 ructive editorial in the "Springfield Republican," entitled
 ristmas Again."

The Holy Scriptures.—Poetry.—The ordinary evening exer-
 begins with singing a hymn, by the choir; is continued by
 reading of a chapter in the Bible by the Superintendent, or
 is absence, the Assistant-Physician, and is closed by another
 n, sung by the choir. During the last two years, and more
 last year than before, this routine has been varied by the
 stitution of poetry in place of the Scriptural chapter. This
 s a variety which is more acceptable than any monotony
 good soever may be the subject.

his substitution has occurred on twenty-eight evenings in
 course of the period heretofore mentioned. That the
 ire of the selections may be understood, a list of them
 is appended:—

ress to the Mummy,	by HORACE SMITH.
ly Blake and Harry Gill,	WORDSWORTH.
act, "O for a lodge in some vast wilderness,"	COWPER.
Wonderful One-Hoss Shay,	O. W. HOLMES.
to Deity,	DERZHAVIN.
to Bozzaris,	F. G. HALLECK.
Hermit,	GOLDSMITH.
Jissi's Address,	CAMPBELL.
act, "Honor and Shame from no condition rise,"	POPE.
y written in a Country Churchyard,	GRAY.
atopais,	W. C. BRYANT.
ir Moments,	N. P. WILLIS.
Prairies,	W. C. BRYANT.
n to Nature,	W. B. O. PEABODY.
seeing a deceased Infant,	" "
Child's Warning,	MRS. SOUTHEY.
Last Man,	CAMPBELL.
ue Story: The Miser and the Dentist,	THOMAS HOOD.
Wreck of the Hesperus,	H. W. LONGFELLOW.
Song of the Shirt,	* THOMAS HOOD.
Great Worship,	J. G. WHITTIER.
lom,	N. P. WILLIS.
Dream,	BYRON.
l Müller,	J. G. WHITTIER.
rk the Hours that shine,	ANONYMOUS.
per Ireson's Ride,	J. G. WHITTIER.
leen,	" "
Psalm,	" "

It is believed that it is not too much to say that the characteristics of these pieces, from the solemn majesty of Derzhavin's Ode and Thanatopsis, to the tender pathos of the Hermit and of Maud, the exquisite humor of the logical One-Hoss Shay, and the broader wit of the True Story, were all, to a good extent, appreciated. Poetry, more surely than prose, commands perfect silence in the audience.

As before mentioned, a portion of the Bible was read on each of one hundred and forty-seven evenings. The selection was several times made by patients. Rarely, especially during the past six months, has the propriety of the occasion been disturbed by the thoughtless or the irritable. The touching narrative of the olden time, the story of Joseph, which charms every child who hears it, still holds its mastery over the man and the woman; and during its reading, which occupied five or six evenings, the trite old expression, indicative of perfect stillness, "You might have heard a pin drop," was literally true.

A summary exposition of the attendance on the one hundred and seventy-six evenings occupied by the reading of the Scriptures, the "Christmas Again," and the poems, is appended.

MONTH.	Largest No. present.	Smallest No.	Average No.	MONTH.	Largest No. present.	Smallest No.	Average No.
November, .	225	188	211	May, . . .	258	220	231
December, .	229	197	214	June, . . .	240	218	228
January, . .	283	211	220	July, . . .	240	206	221
February, .	228	208	219	August, . .	264	222	243
March, . . .	283	216	225	September, .	287	229	259
April, . . .	244	216	228				

On only three evenings was the number of persons present less than two hundred.

Here closes the account of the chapel assemblages; but inasmuch as in the foregoing analysis of the household exercises in respect to frequency of occurrence, a portion of the time is

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ed to the dance, a few remarks upon that subject may appropriately be introduced.

ancing.—On thirty-one evenings, a part of the inmates assembled upon one of the floors of the rotunda, to join, as actor or spectator, in that laborious amusement, upon which at an entertainment given by a British nobleman, a British ambassador asked his host, "Why don't you make servants do it for you?" But toil is not disagreeable in some forms and guises; and "work" is acknowledged as the most potent hygienic restorative in hospitals like this.

The dance, in truth, constitutes a happy combination of some physical exercise and pleasant psychic entertainment; and hence, if judiciously managed, cannot well be denied of utility as a hygienic and curative agent.

The number of persons belonging to the house who assemble for these festivities varies from about one hundred and twenty to one hundred and fifty; and the number of patients who actually dance is not far from forty. The Superintendent and Assistant-Physician are both usually present—one of them presiding; and propriety and decorum are required. In every case except the last for the evening, it is an absolute rule that each couple there shall be at least one patient. In the "jig," which alternates with the quadrille, all, generally, are patients. It is necessary, for the attainment of the proper ends, that a rule like that just mentioned should not only exist, but be rigidly observed. Human nature is not wholly philanthropico-beneficent.

"Charity begins at home," in amusements, as in other things; and it may be vastly more delightful to go through the motions with a favorite partner, perfectly familiar with them, than to guide a wayward invalid, not particularly well versed in the mysteries of the amusement, and with no common ties of sympathy between the two. *Without* the rule, there might be dances *for* the patients, but they would not long be *by* the patients. *With* the rule, the patients get what belongs to them, derive sufficient enjoyment, and the evenings of the dances are anticipated with more pleasure than any others. Attendance at these occasions is always optional with the patient.

On two of the evenings, Mr. W. A. Hubbard, of Northampton, and some of the other members of the band of which he is the leader, furnished excellent music, gratuitously.

Recreative Exercise.—The two principal subjects under this head are *walking* and *riding*. In suitable weather, a large part of the patients who are not obtaining sufficient exercise by some employment, walk out in company with their attendants, generally once, not unfrequently twice, in the day. A record, throughout the year, of the daily number of those in the female department who have taken this exercise, gives the following monthly aggregates:—

MONTH.	Number who walked out.	MONTH.	Number who walked out.
October, 1865, . . .	1,055	April, 1866, . . .	1,172
November, 1865, . . .	1,352	May, 1866, . . .	1,437
December, 1865, . . .	867	June, 1866, . . .	1,227
January, 1866, . . .	1,034	July, 1866, . . .	1,575
February, 1866, . . .	600	August, 1866, . . .	2,323
March, 1866, . . .	739	September, 1866, . . .	2,109

Hence we have an aggregate number for the year of fifteen thousand four hundred and ninety.

Some of the patients, because of illness, others because of the nature of their mental disorder, rarely or never go out; and from forty to forty-five others are at work in the sewing room and other departments out of the wings. With these deductions, and with due allowance for foul weather, illness of attendants, the absorbing duties of special days, and the excessive cold of winter, it will be found that a wholesome activity has prevailed. No record was kept in the men's department.

The grove east of the hospital is devoted to the use of the females. It has been more beautiful this summer than ever before; and its conveniences have been enhanced by the addition of several "central park settees," one of the most comfortable seats of the kind hitherto made. These are placed near the swing; and thus is formed a delightful retreat for a warm afternoon or a summer twilight. It makes a good resting place for parties walking, and a pleasant special resort.

riding has been continued, as heretofore, but the new and commodious carriage, purchased about three months ago, seats for twice as many patients as the old one, and hence the privilege can be granted to a greater number than heretofore.

Although the riding is often extended to the neighboring villages, and sometimes to adjacent towns, yet much more of it than formerly has been, the past season, upon the premises. The road which passes around the meadow furnishes an agreeable and secluded route. It has been recently improved, and now affords a good carriage-way, though susceptible of further improvement, which shortly awaits it in the future. The whole length of the road on the farm is two and two-thirds miles.

On many days, in the course of the past summer, one of the physicians has driven over these roads with successive parties of the fellow-inmates.

Amusements.—Bowls, billiards, bagatelle, cards, chess, backgammon, chequers, and—not to be forgotten, lest we might be thought unfashionable—croquet, (or, as one of the *dilettantes* writes it, *krow-keigh*,)—are the principal games, the apparatus for which are furnished to the inmates. We almost hesitate at the acknowledgment that croquet has hitherto been almost entirely unattractive to them. But there is “hope for better times to come.”

Foot-ball has been the source of some exercise and amusement in the women’s department, and bags of beans curveting parabolas, cycloids, anti-catenas, and other mathematical, as well as problematical, lines through the hall, have imparted animation and a good appetite.

Throughout the year, as throughout that which next preceded it, billiards has been a more constant resort than any other game. The table is accessible, both day and evening, and is furnished with players a large part of the time.

Another and very handsome rosewood table has recently been purchased, enlarging the resources in this direction.

This amusement is engaged in almost exclusively by the private patients, or pay patients. The State patients are mostly of an age who appear to have little taste for it.

Reading.—The library has received important additions in the course of the year, and now contains eleven hundred and

fifty-four volumes. The number taken out, by readers, in the last twelve months, is twelve hundred and eighty-one; and only one volume has been lost.

Aside from this constant fund of standard and popular literature, ten daily, three semi-weekly, and nineteen weekly publications are taken by the hospital, the patients, and the employés; and eighteen miscellaneous "exchange" newspapers are each week received from the office of the "Hampshire Gazette."

The several prominent specific means included in the plan of moral treatment having been passed under review, you will, perhaps, permit a few general remarks connected with the subject.

If there be principles in accordance with which generalizations may be made and rules formed for the management of the insane, the first and most fundamental is *truth*. Truthfulness in speech and truthfulness in act should be the primary motto of him who would succeed in this somewhat peculiar sphere of life. In no other way is the confidence of the patient easily to be gained; and that being gained, although at times your assertions, decisions or demands may not be in accordance with his desire, he will respect you for your candor and honesty, and act accordingly. He who feels bound to practise falsehood, whether in word or in deed, will not, if he be wise, select insane persons to practise it upon.

Twenty-five or thirty years ago, when hospitals were few, and a knowledge of the modern method of treatment in them had been but partially disseminated, persons were very frequently enticed to those institutions by false pretences. There is probably not a hospital in the country, which was erected more than fifteen years ago, at which the practice has not been condemned by the Superintendent, in one or more of his annual reports. It was to be hoped that this resort to subterfuges had ceased; but it has not, and in the course of the last year several instances of it have occurred in the cases of persons admitted here. The purity of intention of those who thus acted is not questioned. The motive was good, and although the course of action was wrong, it originated in ignorance of the right.

It being decided to place a person in the hospital, let him be frankly informed of that decision. By proper management in

ing this, he will generally consent to the change, or, at least, will not oppose it. . If he does not consent, and does oppose, better by far that he should be brought manacled and bound from head to foot, than that he should be lured by promises made to be broken, and by anticipations which are doomed to disappointment. We should have, not a mere bedlam but a perfect *inferno* under this roof, if we attempted to pursue the systematic course of deception which we have but too often observed in those upon whom, perhaps for the first time, we have involved the control of persons insane.

The insane generally act from the same motives, and are governed by the same agencies and influences as other men. There be any difference, it is that the former, more than the latter, are like children; and the same qualities which command a ready and cheerful obedience in a school, which induce order and discipline among pupils, will effect the same ends in a hospital and among its inmates. The patients should be treated as far as possible as if they were not insane. Treat them like rational beings, and let them understand that you expect rational conduct from them, and, with but comparatively few exceptions, your expectations are not disappointed. In pursuance of this policy we permit few if any of the whimsicalities of dress which were formerly considered almost a necessary belonging to mental derangement, and not that fantastic "ornamentation" of rooms, fondness for rich, like the fondness for gaudy clothing, arises from a perverted taste or a disordered imagination.

A large part of the eccentric habits, practices, and inclinations into which the insane gradually fall, if left to themselves, may, like their tricks of dress, be easily broken up and prevented, without coercion or severity of any kind. A simple request for their abandonment is often sufficient. If more is required, the person should be impressed with the fact that other persons do not indulge themselves in the habit; and, even, in some cases, its irrationality and absurdity may be pointed out with good effect. There are patients now in the house, as you, gentlemen of the Board, will bear witness, whose cases broadly eccentric habits which had existed for years, have, through the influence of such means, been relinquished.

Attendants.—The persons who have the immediate care of patients in hospitals for mental disorders are called *Attendants*, and not *Nurses*, as in most other hospitals.

It has been much less difficult to obtain suitable attendants in the men's department, than it was during the war; and there has been a great improvement, in the course of the year, in the performance of the duties in that department. You cannot have failed to observe the greater cleanliness and good order of the halls and dormitories, the more comfortable and home-like aspect, the improved appearance of the patients, and the more general prevalence of quietude and content, as well as the greater promptness and better discipline of the attendants.

In procuring men for this important and peculiar service, preference has been given to those who had been in the late army of volunteers, not alone from a willingness to employ them because they had served their country, but furthermore, in the hope that, as they had been in a position to learn self-discipline, they might the better serve the interests of the hospital. This hope has not been wholly disappointed. Eleven ex-volunteers have been employed. Several of them made better attendants because they had been soldiers; in some, that experience appeared to be of no advantage; and in a few, the habits acquired in the army unfitted them for any position in the hospital.

Several among the best attendants were still minors in respect to both age and size,—a fact hardly consonant with the notion that government, in an institution of this kind, must rest entirely upon physical force. Indeed, more than one of you, gentlemen, and more than once, have expressed surprise that the apparently difficult duties in halls containing from fifteen to twenty-five patients can be performed by persons so young and so small. But there is a possibility, at least to a certain extent, that “the lion shall lie down with the lamb and a little child shall lead them.”

In the women's department there have been fewer changes of attendants than in the men's, and there is less difficulty in obtaining suitable persons for the position. If there has been less improvement during the year in this department than in the men's, it is simply because there was less room for it, and not from want of intent or effort.

Of all the many spheres of human action, there is none which affords more room for the development of the virtues, or a wider scope for their activity, than that of "attendant." Nor is the converse of the proposition less true; for in no position is it more important to subdue vices and control the passions.

Any person deserves to be canonized, it is the *perfect attendant*." But canonization is not the fashion of the day; and although, if it were, no candidate for its offices might be offered here, yet the corps of our assistants in this capacity is as satisfactory as can reasonably be expected, and presents but little room for censure.

In one of the recent reports of the hospital at Worcester, the question of elevating the standard of hospital *attendance*, by retaining in service for a longer period persons properly qualified, by both nature and experience, for the business, is well discussed. Doubtless every superintendent will sympathize with Dr. Bemis in his feeling of the need of such improvement, and perhaps agree with him in the method of its attainment, provided that method can be fully carried out. But its full operation would require a large increase in the number of attendants, at most hospitals, and even more than a corresponding outlay in pecuniary expenditure. This outlay few hospitals, with their present resources, could bear. Among the proposed means of retaining attendants is the promotion "of social intercourse, by special privileges and otherwise." As intimated above, with sufficient money to pay a largely increased number of attendants, this might be done; and no one more than the writer of this Report would rejoice at its consummation. But under present circumstances, I am convinced that it is impossible. The experiment has been tried here, and proved a complete failure; how complete, they who have the most thorough knowledge of human nature can best imagine, but they alone can *know* who have witnessed its consequences.

Internal Arrangements.—Daily Routine.—As it is not improbable that this Report may fall into the hands of some persons interested in hospitals, but uninformed in regard to their internal organization and operation, it is proposed briefly to consider these subjects.

The persons charged with the direct care and treatment of the patients, are the Superintendent, the Assistant-Physician

the supervisors, one of each sex, and the attendants. The supervisors are "subordinate officers," whose position is between the Assistant-Physician and the attendants. They have the general oversight of the patients and their apartments, direct the attendants in the performance of their duty, carry the medicine as well as the clothing and other supplies to the halls, and see to the execution of all orders applicable to their departments. The men's department is in the north wing of the building; the women's in the south.

The whole household eat at twenty tables; one in the Superintendent's apartments, one in the rear centre building, and nine in either wing. The one in the rear centre is set twice at each meal,—once for the farmers and some others, and once for the supervisors and the people employed in the kitchen, the laundry, and other parts of the centre building. The attendants eat with the patients, and have the charge of their tables. The food for all the tables is raised from the basement upon "dumb-waiters," and that for the patients is carried from the kitchen to those dumb-waiters on cars running upon a miniature railroad which extends through the basement of both wings.

All the baking for the household is done in the building, the oven being heated by a wood fire. In the kitchen there is a "range," and a "broiler," and in the laundry a "flat-heater," all used with coal fires. Aside from these, all heat for cooking, washing, warming the house and other purposes, is supplied by steam from one range of three—soon to be increased to four—tubular boilers, in a building back of the rear centre. For from three to four months, in the winter, the fires are continuous under the boilers, there being a night engineer. In warmer weather, the engineer or his assistant, being waked by the watchman, rises in season to kindle the fires and have a supply of steam for boiling when the bell rings for the household to rise.

At five o'clock in the summer, and later in the cold season, the watchman rings the bell, and soon afterward goes off duty. It is expected that all, both employés and patients, will rise immediately. The attendants see that the patients get ready for breakfast, and, with the assistance of patients, engage in the morning work of the halls.

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The heads of the several departments of labor, the centre, kitchen, the bakery, the laundry, the boiler-room, the stable, and the farm, go to the halls for the patients who work in those departments.

The supervisors go through the wings carrying each a tray of medicine, administering that medicine, and giving such directions and assistance as may be necessary.

At half past six o'clock, in summer, at seven in spring and autumn, and at half past seven in winter, the steam-whistle is sounded for breakfast. The patients at work in the several departments return to the halls, where they take their meals.

The tables are set with furniture used at family tables, except that, in the men's wing, there are two which have spoons instead of knives and forks. The farmers also breakfast at half past six o'clock; and the employes before mentioned, as soon as the food can be prepared after the farmers have eaten.

The hours for breakfast and dinner in the Superintendent's departments are half an hour later than those for the patients.

Immediately after breakfast the heads of departments take with them such patients as work regularly. At the present time the number is as follows:—of women, centre, 2; rear, 2; sewing room, 20; laundry, 12; and kitchen, 9; of men, laundry, 1; kitchen, 3; bakery, 2; boiler-room, 2; stable, 1; barn and garden, 12; grove, (grubbing,) 8 to 10.

At eight o'clock in summer, and at nine in winter, the regular daily medical visit is begun. The Superintendent and the Assistant-Physician make it in company, three—sometimes four—times in the week, the latter making it alone on the other days. They are accompanied, in either department, by the supervisor. At the time of this visit it is expected that the morning work shall have been done, the beds made, and the wards, dormitories, and dining-rooms put in good order. The only exception to this is, that on three days in the week the beds are left unmade to a later hour, for the purpose of airing. It is further expected that in nearly all the halls, the patients shall be collected as much as is convenient into one part of the hall—generally the “bay.” The object of this is twofold; first, discipline, from the practice of self-control by the patients; secondly, the saving of time and steps to the physicians; and even with this grouping, the visit generally occupies two

hours, often two hours and a half, and is more fatiguing than a walk of six miles.

While the visit is being made in the men's department, some of the attendants in the women's department take their patients to walk, returning before the physicians arrive at their halls. If, for any reason, this walk is not taken before the visit, it is afterwards.

As soon as the physicians have passed through a hall, the attendant of that hall is at liberty to walk out with his patients, or take some of them to the bowling-alley, or to the performance of some casual work. For instance, it is the duty of one attendant to go around the building, twice each week, and pick up whatever may have been thrown from the windows. He takes three or four patients with him. Again: the attendants and patients keep the roads on the premises in order—free from ruts, weeds and grass, and well raked. They go over them, generally, twice each month, except in winter. A company of from twenty to twenty-four patients, with two attendants, work together.

Sometimes, also, in the forenoon, but oftener in the afternoon, some of the patients are taken out to ride.

The medical visit being finished, and the clerk, who has been to the village, having returned with the mail, the supervisors carry to the halls the medicines immediately required, the newspapers, and the letters for the patients.

Fortunate are the physicians and the supervisors if they have been permitted to complete their visit undisturbed by calls to other duty. For not unfrequently some one of them is summoned away, by a want in some other department, or by persons on a visit to a relative among the patients. The hospital is so large that if one of its officers or employés is wanted in the centre, it may be almost a Sabbath day's journey to find him, if he be at his post; and if not at his post, the attempt to find him may be as dubious as the search for a stray child in a city, or, more graphically, "for a needle in a hay-mow."

To obviate this difficulty there is a large gong-bell, out-of-doors, over the chapel, with a wire-pull running to the medical office. The persons most frequently wanted are called by ringing this bell, and the person required is designated by the number of pulls. They are as follows, arranged nearly in the

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er of the frequency in which the persons are respectively
ted.

Supervisor of men's department, called by one pull.

Supervisor of women's department, called by two pulls.

Clerk, called by two pulls and one pull, with interval.

Assistant-Physician, called by three pulls.

Superintendent, called by four pulls.

Engineer, called by five pulls.

Watchman, called by six pulls.

Carpenter, called by seven pulls.

In the course of the forenoon perhaps several parties of vi
s have arrived, "to see the hospital." Each party has bee
sived by the person appointed to that duty, and conducted
ough the rotunda, the chapel, and the sewing-room, a
l as the kitchen, the bakery, and some other parts of th
ement.

At half past eleven o'clock the steam-whistle is sounded as
paratory signal for dinner, and the patients who are at wor
of doors return, with those who took them out, to their
pective halls: and before twelve o'clock those who are in th
ing-room, the laundry, &c., return in like manner.

Meanwhile the attendants, with some of the patients, hav
pared their tables; and as noon is nearly approaching, the
n the doors to the dumb-waiters and become themselves—
nb or otherwise—waiters for food.

At twelve o'clock the whistle is sounded for dinner. Th
cars at the kitchen door, each laden with the food for on
g, start by compulsion of one-man power to each, an
ving under the rotunda, separate, one taking the trac
ch runs beneath the north, the other that which is beneath
south wing.

At the first station under each wing, the food for six tables
in either story, is deposited upon the dumb-waiters and
ed to its destination.

Order and decorous conduct are maintained at the tables
re, as in most other places, at meals, there is a genera
minimity of purpose, a sincere earnestness in the pursuit o
object, and a quiet harmony of action which, in othe
eres of human activity, would lead to great achievements
among our patients, as abroad upon the earth, if a favor

be desired, the man of worldly wise experience would ask it after dinner.

Dinner being over in the halls, the attendants, assisted by patients, clear the tables, send the refuse, *via* the dumb-waiters, to the kitchen, wash the dishes, and set the tables for supper.

At about one o'clock, P. M., the patients who work are taken, as before, to their several departments. In the course of the afternoon, many go out to walk, ride, bowl, or perform incidental work. In the front centre, visitors are received, and their objects attended to as in the forenoon. The clerk returns from the village with the mail at about four o'clock, and the supervisors, as in the morning, carry to the patients whatever is intended for them. Letters relating to the finances of the hospital are mostly answered by the clerk; those which contain inquiries or other matter in reference to the condition or needs of the patients, by the Superintendent; and a large majority of both these classes of communications are answered by the first return mail.


Late in the afternoon, the Assistant-Physician passes through the halls, on the second medical visit of the day.

Half an hour before the time for supper, the steam-whistle is sounded for the return of out-of-door patients to their halls, and the supervisors carry the medicine in the same manner as in the morning.

At half past five o'clock, in winter, and at six during the warm season, the patients and the farmers have their suppers. At the Superintendent's table, this meal, with a short period exceptional, is at six. The only working patients who are regularly taken from the halls, after supper, are those who are employed in the kitchen.

Upon the long days and in the pleasant twilights of summer, as many of the patients as at any other part of the day, and often more, are walking after supper on the grounds, or sitting in groups in the grove. But during the rest of the year, those who have no work to perform do not leave the halls after this meal.

Before the chapel hour, the outside doors of the wings are locked by the supervisors, with keys of which no other employé holds a duplicate. The locks of the north wing differ from those of the south.



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The gathering in chapel is the only nearly constant appointed exercise or duty of the patients, between supper and going to bed. At a quarter past seven o'clock in summer, and half past seven the rest of the year, this assemblage is summoned by the bell. As the hour approaches, the patients from all sections of the wings are collected in the halls nearest the chapel, in several groups under the charge of their respective attendants. When the summons is given, those from some of the upper halls pass through the upper rotunda to the gallery, and the rest through the middle rotunda to the body of the chapel. The women go in first, and sit upon the south side of the aisle; the men afterwards, and sit upon the north side. The attendants sit upon the ends of the settees next the aisle, and the supervisors near the door.

Services being concluded, the men are the first to leave, and they retire simultaneously from the floor and the gallery. They go out in the most orderly manner, beginning with those on the front seat, and proceeding, seat by seat, in succession. No one rises upon any seat after the first not rising until all who sit forward of them have passed the end of that seat. The supervisor stands just without the door, in the rotunda, and the attendants at the ends of the seats, to preserve the order and prevent successive rising. The women then retire in similar order.

Returned to their respective halls, the patients retire for the night as soon as they please, and most of them do so immediately. Others entertain themselves, if men, some in reading, some at billiards, some in other games, some perhaps lounging on the sofas or settees, and some in nothing in particular; if women, in sewing, knitting, reading or other similar employments, or, like some of the men, in nothing worth mention.

At half past nine o'clock, the summons for retiring is given in summer by the bell, (there being no steam,) and in winter by the steam-whistle. In from five to ten minutes afterwards the gas is shut off from all parts of the building except the front centre. There is then no other means of lighting than the lantern lamps.

The watchman goes on duty at a time varying with the season from six to half past six o'clock, P. M. He attends the bellers at the front door through the evening; lights the gas

the medical office, the several stories of the rotunda, the chapel, and the rear entries; rings the bell for chapel and for retiring to bed; extinguishes the lights which he lighted, shuts off the gas, and locks the front door and the stable doors. This being done, he goes through all the halls of the men's department, and tries every door, to see if it is locked. At ten o'clock, he goes around the building, out of doors, sees that everything is in order, and if any light is still burning in either wing or the rear building—the upper chambers of which are occupied by employes other than attendants—he reports it in a record book. He makes the circuit of the halls of the men's department hourly through the night, and records the general, and in some cases the special, condition of the patients. He attends to those who are not well, yet not sufficiently ill to need a constant watcher. If any further assistance is needed, he calls the supervisor. If the latter requires further aid or advice, he calls the Assistant-Physician.

Such is the usual routine of the daily movement of the household. It does not, of course, include many things of irregular occurrence, and others which, though regular, are not repeated daily. The Superintendent and the Assistant-Physician visit, separately, casually and unexpectedly, the patients' halls. The supervisors do the same frequently. There are regular days for taking books from the library; for bathing the patients and changing their clothing; for carrying the soiled clothing to the laundry, and again, for returning it after it is washed; and for furnishing supplies to the patients and the halls. It is intended that everything susceptible of performance upon a fixed day, and at a fixed hour, shall be so performed. Both the ease and the order, to say nothing of the simplicity, of *system*, are thus attained.

Distribution of Supplies.—The system for the distribution of supplies, mentioned in the report for last year, has been continued and improved. Its peculiarities are these:—

1. Nothing given out without the authority of a written order signed by the Superintendent.
2. Regular times for distribution.
3. A record of every article given out, and of the department or the person receiving it.

There is but one day for distribution, in the week ; and few instances have occurred in which it became necessary to furnish anything on any other day.

The advantages derived are:—

1. *A great economy of time and labor.* It is the unanimous opinion of all who do the distributing, that the time and work required are not more than *one-fourth* as great as before the system was introduced.

2. *A still greater economy of noise.* There is now no incessant running for one thing here, another there, and a yonder. It is all done with scarcely a ripple,—and even a ripple occurs but once in seven days,—upon the surface of the hospital's quietude.

3. *Economy of supplies ; and hence, of money.* It is impossible to ascertain the precise degree of effect in this direction, but there are facts, some of which have been brought to notice, showing that the saving is large.

Persons interested in this general subject are referred to the Appendix, where they will find a table exhibiting the quantities of the supplies included in this system of distribution which have been furnished to each department of the hospital, in the course of the year.

Gas.—In his monthly report for June, 1861, the Superintendent at that time used the following language:—

“The Superintendent asks respectfully to direct the attention of the Board to the gas bills and to the kitchen furniture, in the hope that an appropriation may be had, next winter, for the more economical administration of two of the most important departments of the house affairs.”

The excessive consumption of gas in the hospital was early observed, and its importance, in a pecuniary point of view, appreciated ; but so far as appears, the legislative suggestion for its diminution was never invoked, or, if invoked, was never received and devoted to the attainment of the object in view.

Consequently, the liberal use of light was continued ; the sums annually paid for gas, in the three years next following

the date of the monthly report above mentioned, were as follows:—

From July 1st, 1861, to June 30th, 1862, inclusive,	\$2,125 81
From July 1st, 1862, to June 30th, 1863, inclusive,	2,066 77
From July 1st, 1863, to June 30th, 1864, inclusive,	2,121 14
Annual average,	\$2,104 40

The present Superintendent was appointed, and entered upon duty, two days after the close of the last of the three years here mentioned. In the annual report for the fiscal year ending September 30th, 1865, the efforts during the year covered by that report toward a reduction of the quantity of gas consumed, were mentioned, together with the financial results. The same object has been pursued throughout the year just closed, with the following result:—

Cost of gas from Oct. 1st, 1865, to Sept. 30th, 1866, inclusive, \$1,107.98.

Decrease from the annual average above stated, \$996.42, or 47.34 per cent.

The reduction, as will be perceived, amounts to within less than four dollars of one thousand dollars. This result has been attained not by the deprivation of necessary light from any department or any person in the establishment. Every patient and every employé who desires to read or to work in the evening, has direct access to the light of a three-foot burner, which is equivalent to that of six or eight candles; and some of them to that of burners of still greater capacity.

A daily register of the quantity of gas used has been kept since the beginning of the current calendar year. This record furnishes the subjoined statistics of the largest and the smallest number of cubic feet consumed on any day in each month:—

	January.	February.	March.	April.	May.	June.	July.	August.	September.
Largest, . .	1,900	1,600	1,200	800	600	400	850	650	800
Smallest, . .	1,400	1,200	700	400	300	200	100	250	450

Hence it appears that the quantity varied from nineteen hundred feet to one hundred feet, in the twenty-four hours. There were but three days in which it equalled nineteen hundred feet, and but one in which it was below one hundred and fifty feet. The following schedule is derived from a monthly register throughout the official year:—

	Gas Consumed.	Daily Average.
October, 1865, .	36,175 cubic feet,	1,167 cubic feet
November, 1865, .	44,800 " "	1,477 " "
December, 1865, .	51,600 " "	1,664½ " "
January, 1866, .	48,200 " "	1,555 " "
February, 1866, .	37,100 " "	1,825 " "
March, 1866, .	30,800 " "	993½ " "
April, 1866, .	18,500 " "	617 " "
May, 1866, .	12,800 " "	397 " "
June, 1866, .	9,100 " "	308½ " "
July, 1866, .	7,750 " "	250 " "
August, 1866, .	12,250 " "	395 " "
September, 1866, .	19,400 " "	646¾ " "
Total, . . .	327,475	897½

The whole consumption in the hospital, in the course of the year, is thus seen to be three hundred and twenty-seven thousand four hundred and seventy-five cubic feet; but to this should be added four thousand six hundred cubic feet used in the pump-house, making the whole quantity consumed on the premises, three hundred and thirty-two thousand and seventy-five cubic feet.

FARM.

The farm is still under the immediate supervision of Mr. Wright, and continues to improve in aspect, in fertility, and consequently, in power of production. Owing, however, to the severe drought of the summer of 1865, and the insufficiency of snow, the past winter, to form a protective covering, much of the grass was killed, and the production of hay was less than twenty tons than that of the preceding year.

All of the other crops were equal, at least, to the average of seasons; and some of them were unusually large.

One hundred and sixty-five loads of muck, from the peat meadow, have been used as an absorbent in making manure; and the leaves raked from eight or ten acres of grove were put into the barnyard.

In the fall, 277 cart-loads of manure were drawn from the yards to the fields, and in the spring, 555 loads, making a total of 32 loads.

Forty-four rods of stone underdrain has been laid in the course of the year; fifty peach trees have been set; and one-eighth of an acre set with currant bushes, thus doubling the quantity of the latter, on the place.

The cutting of underbrush and grubbing the soil in the groves has been continued; several hundred tons of rocks have been excavated, and about two acres of thicket converted into prolific grass land.

The grading of the high bank that borders the town road, between the two entrances to the premises, was begun last autumn, and continued in the spring. Several hundreds of loads of earth have been removed, and a large part of it used in filling two low and marshy tracts, one of which has been an "eye-sore" in the aspect of the lawn.

Near the easterly entrance to the premises a culvert has been made, and pavement laid in some ten rods of road-side gutter, thus mostly preventing that removal of soil, by rains, to which, from the steepness of its declivity, that section of the farm was particularly liable. In two places where, after rains, there was a flowage of surface-drain across the road, culverts of cement pipe have been laid.

The cesspool at the outlet of the main sewer has been overhauled and newly covered, and the decayed underground board troughs which conveyed the overflow for more than two hundred feet towards the meadow, taken up, and their place supplied with six-inch cement pipe.

And last, though far from least in importance, a Fairbanks' hay-scale, of capacity to weigh four tons, has been placed at a point near the stable, where it is easily accessible by teams bringing either hay or straw for the barn, or coal for the house.

The products of the farm for the year, some of them, as the

harvest is yet unfinished, necessarily mere estimates, as follows:—

PRODUCTS OF THE FARM.			
Hay,	42 tons,	\$1,000	
Wheat straw,	8 "		
Corn,	875 bushels,	87	
Oats,	225 "	13	
Broom seed,	50 "		
Potatoes,	2,200 "	1,600	
Carrots,	8,000 "	90	
Beets,	275 "	13	
Onions,	150 "	13	
Turnips,	300 "		
Parsneps,	5 "		
Beans,	73 "	10	
Beans, string,	15½ "		
Peas, green,	24 "		
Sweet corn,	68 "		
Cucumbers,	49 "		
Tomatoes,	125 "	13	
Peppers,	1½ "		
Currants,	7 "		
Quinces,	1½ "		
Summer squashes,	14 "		
Corn fodder, (growth of 3 acres,)			
Lettuce,			
Asparagus,			
Pie plant,			
Beet greens,			
Melons,	4,850 lbs.,		
Winter squashes,	10,000 "	30	
Broom brush,	500 "		
Pork,	5,443 "	93	
Veal,	1,557 "	24	
Turkeys,	251½ "		
Chickens,	51 "		
Roasting pigs,	2		
Cabbages,	3,408 heads,	20	
Apples,	10 bbls.,		

Cherries,		\$4 00
Eggs,	48½ doz.,	13 92
Milk, grass fed,	15,827 qts.,	1,226 16
Wood,	8 cords,	40 00
Lumber,	6,000 feet,	38 00
Total value,		\$8,501 60

At many public institutions it is customary, in estimating the value of the farm products, to include *the whole quantity of milk*. But, in this climate, more than one-half of this product is the result of the consumption of other substances,—hay, carrots, &c., grown upon the farm,—the value of which is likewise included. This is obviously an inaccurate representation, making, where there is a large dairy, the value of the materials produced much greater than they actually are.

The whole quantity of milk derived from the hospital farm the past year, was 61,808 quarts. Only one-fourth of this is included in the foregoing account. Had the whole been included, the aggregate value of products would have been \$12,180.08, instead of \$8,501.60.

Although the legitimate business of a hospital may not be the raising of large animals, yet the subjoined facts may be of some interest to agriculturists.

One hog slaughtered in the course of the year weighed 740 pounds. A calf, dropped by a cross of native and a low grade of Ayrshire, and sired by a high grade of Durham, was fed only by the milk of the mother, and slaughtered at the age of eight weeks and one day, with the following results:—

Weight of carcass, 183 lbs.; value at current price, .	\$36 60
“ skin, 23 lbs.; sold for	3 83
Value of the calf,	\$40 43

The mother was bought in 1862 for thirty-five dollars.

The grounds surrounding the buildings have been looking, throughout the warm season, remarkably well, and have been kept in excellent order by the hostler and one of the patients. Flowers have been abundant, and the shrubbery and the young trees have attained a size which gives an improved appearance to the hospital and its immediate vicinity.

IMPROVEMENTS.

It has been the intention that, besides the reparation of casual damages to the building, its fixtures or appurtenances, no working day should pass without some addition in the way of permanent improvement. In the course of this Report several of these improvements have been mentioned, in connection with the subjects to which they respectively relate. It is now proposed to speak of some of the most important of those which no allusion has been made.

A house painter has been constantly employed throughout the year, with an assistant during the last two months. The cupolas and the window frames and iron sashes of the wings of both wings have been painted, externally. The color of the cupolas was formerly much lighter than that of the body of the building; and the window frames and sashes were white. The cupolas and frames are now in imitation of sandstone, and the sashes darker than before. This alteration has changed the whole aspect of the hospital, giving to it a unity, a solidity, and a richness of appearance which properly belong to its architecture.

The central cupola, which was formerly open to the public, has been painted internally, at the sacrifice of one of the most extensive collections of autographs in western Massachusetts, and some of its old wood work has been changed for new, depriving many persons of a jack-knife immortality. More than one hundred bedsteads and a large number of chairs, wash-stands, bureaus, wardrobes and other articles of furniture have been re-stained and varnished; and much painting, gilding and varnishing done upon the internal wood-work of the building.

The chapel which, with its large windows and broad masses of white walls, appeared both blank and glaring, has been decorated in fresco, very much to its improvement, and over its three paintings in oil, one an emblematic design, and two mottoes from the New Testament, have been made upon the wall. The cabinet organ formerly used in the chapel has been exchanged for one of larger dimensions, greater power, and finer tone.

In the basement, the windows of several rooms connected with the kitchen have been furnished with blinds, the s

room for soap and other of the coarser supplies has been enlarged by enclosing the space between two successive arches ; and a store-room for sand has been enclosed, as well as a still larger one, containing the spaces between five arches, for lumber and empty barrels.

The fourth halls of the north wing were the most imperfectly heated, last winter, of any part of the building. To avoid this defect in future, the radiators in the air-chamber in the basement have been elevated, and each one boxed in, so that the heated air from it *must* ascend through the inclosed flues which lead to three of the rooms for patients ; and a steam-pipe communicating directly between them and the boilers has been laid, boxed under ground, across the intervening yard. It is believed that those halls will now be well warmed.

Further changes in the system of lockage than those recorded last year have been made, by furnishing many doors with dissimilar locks.

Twelve wardrobes have been made, nine of them for the rooms of patients ; the dry goods store-room has been fitted up, so that it now has the appearance of a country store ; and in this room a large chest, capable of holding five hundred single blankets, has been made for a deposit of those articles when taken from the beds in summer.

The large rotundas have heretofore been devoid of furniture, unless the boxes of plants on the lower floor may be included under that name. A beginning has been made to supply this defect, by the purchase of three ornamental iron settees.

In the patients' halls, besides the changes already mentioned, in one of the only four remaining dining-rooms where long benches were used as seats, those seats have been substituted by chairs ; many of the rooms for patients have been supplied with strips of carpeting ; one hundred framed pictures have been suspended ; the large apertures for ventilation in the chimneys of the north wing have been fitted with wooden blinds having movable registers ; and partitions with doors have been constructed on the landings of the two stair-cases between the third and the fourth halls. By the last mentioned alteration the detrimental intercommunication of the patients in the several stories has been effectually prevented.

The old pump-house, removed several years ago from the river, and placed in the rear of the hospital, as a convenient appendage to the kitchen, has been raised from the ground, underpinned, and its flat roof elevated and shingled.

The gravelled roofing of the stable having become imperfect, it has been removed and replaced by a covering of tin. Beneath it are two newly purchased sets of double harness, one for the farm horses and one for the carriage horses. Here, likewise, is the new double carriage already mentioned, and, beside it, the new top-buggy—the first carriages ever belonging to the hospital which were not purchased at second hand.

Visitors.—In former years, upon the secular days which have been legalized as holidays, the number of visitors at the hospital was so great that many of its officers and employés might appropriately have applied to themselves the modified line of Alexander Pope:—

“E'en holidays shine no holidays for us.”

Having arrived at the conclusion that the law-makers of the Commonwealth, in setting apart those days for rest, did not intend that, at the State Institutions, they should be the most arduously laborious days in all the year, the custom of receiving visitors upon them was suspended on the fourth of July, 1865, and has not since been resumed.

It may not be improper, gentlemen, that, in this connection, the executive officers of the State should, by this Report and through your Board, be informed of your recent action in limiting the reception of general visitors to Tuesday and Friday of each week. The basis or immediate cause of this action was the fact that, on the twenty-seven secular days of August last, the number of visitors, including those who came on pecuniary business or to see their friends, but *not* including those who came to the rear buildings with supplies, or for other purposes, was *one thousand two hundred and thirty-nine*. Persons intimately acquainted with establishments like this need not be told to how great an extent this constant ingress of visitors tends to defeat the objects for which the hospital was founded.

Gifts.—Acknowledgments have already been made of the several gratuitous contributions to the entertainment of the household, by persons unconnected with the hospital. It is a pleasant memory that the number of them is so large. Nor is it less satisfactory to know that others have perceived this sphere of beneficence, and added their contributions to our means of effecting the great object of the institution. These hitherto unacknowledged gifts are as follows:—

From Mrs. Lafayette Clapp, of Easthampton, twenty-five pounds of raisins, for the patients.

From Miss D. L. Dix, one ream of note paper and three hundred and fifty copies of a pocket hymn-book, to be distributed among the patients. Also one hundred lithographic pictures, fifty of which have been framed and hung in the halls.

In money, from a lady in Brooklyn, N. Y., \$27.80; and from James E. Oliver, of Lynn, Mass., \$10. These sums have been expended in the purchase of books for the library.

From Horace James, Esq., twelve volumes of books for the library.

From the Hon. W. C. Washburn, M. C., the following books, viz.: The Eighth Census of the United States, three volumes; Report of the (Congressional) Committee on the Conduct of the War, three volumes; the Report upon Andersonville Prison, one volume; and the Report upon the Fort Pillow massacre, one volume.

From Dr. Thomas S. Kirkbride, of Philadelphia, Pa., two volumes of books for the patients.

From Dr. Jefferson Church, of Springfield, Mass., one copy of Tully's *Materia Medica and Therapeutics*.

From Dr. Joseph K. Barnes, Surgeon-General U. S. Army, one copy of "Circular No. 6," a highly interesting and valuable contribution to Medicine and Surgery.

To Dr. Bartlett am I indebted for that more constant observation of the patients from which, by the many other duties of superintendence, I am debarred.

Mr. C. M. Moody, the attentive, prompt and efficient clerk during the whole period of my connection with the hospital, is

out to leave, much to my regret. It will be difficult, entirely to fill his place.

Mr. Morse has proved himself to be a good engineer. His constancy at his post, his watchfulness and attention to duty, we are in a great measure indebted for the degree of success in heating the building during the past winter.

The important duties of Supervisor have been performed, to my entire satisfaction, throughout the year, in the men's department by Mr. Shufelt, and in the women's by Mrs. Rice.

The chief places in all the subordinate departments have likewise, been well filled, some, indeed, better than others, but all well.

And thus we come to the conclusion of the time and duties of another year. Let us hope that the ministrations of the hospital, during that period, although they may not have been co-extensive with our desires, have effected something towards the melioration of human suffering, and thereby proved the institution to be worthy of the fostering care of a liberal government and a generous people.

The lame man does not forget his staff, nor the cripple his crutch; and at this point I should disregard the dictates of both inclination and duty if I failed to recognize the invaluable and unwavering support received from the Board of Trustees. Your suggestions, gentlemen, your counsel and your aid have been a potent reality. In them, and in the concord of opinion and action between you and the Superintendent, are found, to a great extent, the sources of prosperity in the institution committed to your charge.

Respectfully submitted.

PLINY EARLE, *Superintendent.*

NORTHAMPTON, October 3d, 1866.

A P P E N D I X .

TABLE No. 1,

Showing the Supposed Causes of Insanity in Patients admitted this Year.

CAUSES.	Males.	Females.	Total.
Ill health,	15	11	26
Epilepsy,	6	5	11
Intemperance,	11	3	14
Overwork,	3	—	3
Exhaustion,	2	2	4
Loss of friends,	1	1	2
Business difficulties,	2	—	2
Hard study,	1	—	1
Spiritualism,	—	1	1
Religious excitement,	1	1	2
Trouble,	—	5	5
Unknown,	33	32	65
Totals,	75	61	136

TABLE No. 2,

Showing the Occupations of the Male Patients.

Farmers, 12	Mechanics, 9
Laborers, 20	Broker, 1
Merchants, 3	Clergyman, 1
Clerks, 4	Brewer, 1
Student, 1	Actor, 1
Carpenters, 3	Unknown, 4
Painters, 2	
No business, 10	Total, 75
Lawyers, 3	

TABLE No. 3,
Showing the Civil Condition of the Patients admitted.

CONDITION.	Males.	Females.	Total.
Single,	30	22	52
Married,	34	23	57
Widowers,	4	—	4
Widows,	—	9	9
Divorced,	—	1	1
Unknown,	7	6	13
Totals,	75	61	136

TABLE No. 4,
Showing the Ages of all admitted in the course of the year.

AGES.	Males.	Females.	Total.
Between 10 and 20 years,	4	2	6
20 and 30 years,	21	10	31
30 and 40 years,	12	14	26
40 and 50 years,	16	17	33
50 and 60 years,	9	11	20
60 and 70 years,	10	7	17
70 and 80 years,	2	1	3
Over 80 years,	1	1	2
Totals,	75	61	136

TABLE No. 5,
Showing the Ages at which Insanity appeared.

AGES.	Males.	Females.	Total.
Between 10 and 20 years,	5	5	10
20 and 30 years,	10	14	24
30 and 40 years,	7	8	15
40 and 50 years,	5	10	15
50 and 60 years,	11	2	13
60 and 70 years,	4	1	5
Over 70 years,	3	1	4
Less than 10 years,	1	1	2
Unknown,	29	24	53
Totals,	75	61	136

TABLE No. 6,
Showing the Duration of the Disease before admission.

DURATION OF THE DISEASE.	Males.	Females.	Total.
Less than one year,	25	12	37
From 1 to 2 years,	—	3	3
2 to 5 years,	11	8	19
5 to 10 years,	9	7	16
10 to 15 years,	2	1	3
Fifteen years and over,	1	7	8
Several years,	3	4	7
Unknown,	24	19	43
Totals,	75	61	136

TABLE No. 7,
Showing the Causes of Death in those deceased.

CAUSES OF DEATH.	Males.	Females.	Total.
Phthisis,	3	6	9
Marasmus,	4	3	7
Epilepsy,	3	1	4
Paralysis,	3	—	3
Pneumonia,	1	—	1
Typhomania,	1	2	3
Fit,	1	—	1
Old age,	2	1	3
Totals,	18	13	31

TABLE No. 8,
Showing the Residence of the Patients admitted in the course of the Year.

COUNTIES.	Males.	Females.	Total.
Hampshire,	13	6	19
Hampden,	8	14	22
Bristol,	12	18	30
Worcester,	6	5	11
Berkshire,	13	4	17
Franklin,	9	6	15
Middlesex,	2	—	2
Other States,	12	8	20
Totals,	75	61	136

LUNATIC HOSPITAL AT NORTHAMPTON. [O

TABLE No. 9,
Showing the Proportion of Commitments.

COMMITTED BY	Males.	Females.	Total.
Justices and Courts,	19	18	37
Magistrates of Poor,	8	8	16
Board of State Charities,	10	23	33
Private Friends,	34	17	51
Totals,	75	61	136

TABLE No. 10,
Showing by whom the Patients will probably be Supported.

SUPPORTED BY	Males.	Females.	Total.
Justices,	30	36	66
Magistrates,	9	6	15
Private Friends,	36	10	46
Totals,	75	61	136

TABLE No. 11,
Showing the Nativity of the Patients.

NATIVITY.	Males.	Females.	Total.
England,	54	33	87
Ireland,	17	24	41
Scotland,	4	8	12
Foreign-born,	—	1	1
Totals,	75	61	136

TABLE NO. 12.

Status of Patients in Hospital September 30th, 1866.

	Males.	Females.	Total.
State Patients,	107	165	272
Town Patients,	84	18	52
Private Boarders,	41	40	81
Totals,	182	223	405

TABLE NO. 13.

List of Articles made in the Sewing-Room.

Gowns,	227	Sheets,	239
Chemises,	258	Pillow-cases,	332
Skirts,	107	Bed-ticks, }	36
Aprons,	55	Mattress-ticks, }	
Sacks,	7	Bolster-cases,	14
Waists,	9	Table-cloths,	6
Drawers, pairs,	20	Towels,	391
Shirts,	277	Curtains,	29
Collars,	89	Camisoles,	15
Stockings, pairs,	58	Carriage-covers,	2
Stockings, footed, pairs,	144	Bags,	18
Mittens, pairs,	76	Mangle-cloths,	2
Overalls, pairs,	7	Garments repaired,	7,583
Suspenders, pairs,	123		

LUNATIC HOSPITAL AT NORTHAMPTON. [C

Showing the Supplies for the several Departments for the Year.

	Sheets.	Pillow Cases.	Coverlets.	Bolster Cases.	Bed Ticks.	Pillow Ticks.	Cups.	Saucers.	Plates.	Bowls.	Tumbblers.	Mugs, small.	Tin Cups.	Tin Plates.	Milk Pitchers.	Walter Pitchers.	Molasses Cups.	Pepper Castor.	Knives.	Forks.	Spoons.	Table Spreads.	Kapkins.	Aprons.	Towels.
<i>Men's Department.</i>																									
Upper 1st Hall, . .	18	-	-	-	8	-	-	6	12	-	24	-	-	-	-	1	1	-	-	-	-	2	-	-	13
Upper 2d Hall, . .	11	12	-	-	4	-	6	16	18	2	16	6	1	-	2	-	-	-	-	-	-	-	-	-	42
Upper 8d & 4th Halls,	14	-	-	-	8	-	-	-	8	2	5	7	-	-	-	-	-	-	-	-	-	-	-	-	5
Middle 1st Hall, . .	-	29	-	-	2	-	9	16	-	2	-	8	2	-	-	-	-	-	-	-	-	-	-	-	6
Middle 2d Hall, . .	6	18	-	-	8	-	-	-	-	-	-	8	6	-	-	-	-	-	-	-	-	-	-	-	7
Middle 8d & 4th Halls,	20	12	-	-	6	-	-	-	5	5	-	1	10	3	-	-	-	-	-	-	-	-	-	-	5
Lower 1st Hall, . .	-	80	-	-	-	-	-	-	-	-	-	6	-	-	-	1	-	-	-	-	-	-	-	-	13
Lower 2d Hall, . .	80	24	-	-	2	-	-	-	-	-	-	1	4	-	-	-	-	-	-	-	-	-	-	-	2
Lower 8d & 4th Halls,	24	24	-	-	7	3	-	-	-	-	-	-	19	-	-	-	-	-	-	-	-	-	-	-	-
<i>Women's Department.</i>																									
Upper 1st Hall, . .	-	12	-	6	-	-	-	12	-	-	12	-	-	-	1	-	-	-	-	9	-	2	-	-	87
Upper 2d Hall, . .	9	26	12	-	2	2	8	12	8	-	6	-	2	-	-	1	-	-	-	-	8	-	-	-	8

Upper 4th Hall,	.	.	6	4	3	-	1	3	-	-	-	-	-	-	2	-	-	-	-	-	-	-	6		
Middle 1st Hall,	.	.	26	30	-	-	3	2	22	-	-	11	4	-	-	-	-	-	-	-	-	-	18		
Middle 2d Hall,	.	.	10	22	3	-	-	-	-	-	-	-	4	10	9	-	-	2	-	12	-	-	12		
Middle 3d Hall,	.	.	19	22	1	-	6	-	6	6	-	2	2	6	4	4	1	-	-	-	-	-	8		
Middle 4th Hall,	.	.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10		
Lower 1st Hall,	.	.	12	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3		
Lower 2d Hall,	.	.	18	18	-	-	4	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	11		
Lower 3d Hall,	.	.	12	22	-	-	-	-	-	6	-	-	6	3	-	-	1	-	12	-	-	-	5		
Lower 4th Hall,	.	.	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10		
Kitchen, . . . . .	.	.	-	-	-	-	-	-	18	18	12	10	18	-	6	12	-	-	2	2	-	17	25
Rear, . . . . .	.	.	12	17	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6
Centre, . . . . .	.	.	4	2	-	-	-	-	-	-	-	18	12	-	-	-	-	-	-	-	-	-	63
Aggregate,	264	354	19	12	45	14	70	85	59	23	114	67	69	37	3	8	3	1	11	3	90	6	9	17	813

LUNATIC HOSPITAL AT NORTHAMPTON. [

Showing the Supplies for the several Departments for the Year.

	Wash Bowls.	Wash Basins.	Hair Brushes.	Whisks.	Brooms.	Dust Brushes.	Scrub's Brushes.	Dust Pan.	Mop Handles.	Pails.	Carpet Strips.	Curtains.	Mirrors.	Lanterns.	Match Bats.	Shoe Brushes.	Boxes Blacking.	Splittops.	Chambers.	Hard Soap, lbs.	Spools Thread.	Skates Thread.	Papers Needles.	Papers Pins.	Darning Needles.
<i>Men's Department.</i>																									
Upper 1st Hall, . .	-	-	-	2	7	-	-	1	1	1	2	5	-	-	-	-	8	1	1	16	-	2	-	1	
Upper 2d Hall, . .	-	1	2	2	9	1	-	1	1	-	13	-	-	-	-	1	9	2	10	17	2	-	-		
Upper 3d & 4th Halls,	-	1	2	2	5	1	-	-	2	1	-	-	5	1	-	-	8	-	4	25	3	-	-		
Middle 1st Hall, . .	-	-	1	1	17	-	-	-	-	1	-	-	-	-	-	-	7	2	6	39	11	-	-		
Middle 2d Hall, . .	-	1	2	-	15	-	-	-	3	1	-	-	-	1	-	2	4	-	12	32	7	-	-		
Middle 3d & 4th Halls,	-	-	-	-	14	-	-	-	1	3	-	-	-	-	-	1	1	-	13	25	8	-	-		
Lower 1st Hall, . .	-	-	1	-	17	1	-	-	-	1	-	-	-	2	-	1	2	-	13	31	2	-	-		
Lower 2d Hall, . .	1	1	1	-	17	-	-	1	2	-	-	-	-	-	-	-	2	-	12	30	2	-	-		
Lower 3d & 4th Halls,	-	-	-	-	15	-	-	-	3	-	-	-	-	2	-	-	-	1	36	21	3	-	-		
<i>Women's Department.</i>																									
Upper 1st Hall, . .	2	-	-	1	10	2	-	-	2	-	-	12	-	-	-	-	-	-	-	67	1	-	2		
Upper 2d Hall	-	-	-	2	11	-	-	-	1	-	-	4	-	-	-	-	-	-	-	47	-	-	-		

LUNATIC HOSPITAL AT NORTHAMPTON. [Oct.

List of Salaried Officers, and their Salaries.

Y EARLE, A. M., M. D., <i>Superintendent,</i>	\$1,800
S M. SMITH, <i>Treasurer,</i>	800
. BARTLETT, M. D., <i>Assistant-Physician,</i>	900
L MOODY, <i>Clerk,</i>	800
WRIGHT, <i>Farmer,</i>	600
FORD MORSE, <i>Engineer,</i>	700
	\$5,100

*Number of Persons actually employed in the Regular Duties of the Hospital.**

OCCUPATIONS.	Men.	Women.	Total.
Survisors,	1	1	2
Matrons,	—	1	1
Nurses,	—	1	1
Dr.,	1	—	1
Gard,	1	—	1
General Attendants,	9	12	21
Special Attendants,	1	1	2
House work, centre building,	—	2	2
Laundress,	—	1	1
Assistant-Cooks,	1	2	3
Assistant-Laundress,	—	1	1
Watchman,	1	—	1
Center,	1	—	1
Assistant-Engineer,	1	—	1
Miller,	1	—	1
Wash-house,	1	—	1
Washers, (in summer, 3,)	2	—	2
Total,	21	22	43

* During the past year a painter has been constantly employed.

THIRTEENTH ANNUAL REPORT

OF

THE TRUSTEES

OF THE

STATE LUNATIC HOSPITAL

AT

T A U N T O N .

OCTOBER, 1866.

BOSTON:

WRIGHT & POTTER, STATE PRINTERS,

NO. 4 SPRING LANE.

1867.

Commonwealth of Massachusetts.

THIRTEENTH ANNUAL REPORT

OF THE

TRUSTEES OF THE TAUNTON LUNATIC HOSPITAL.

To His Excellency the Governor and the Honorable Council.

The Trustees of the State Lunatic Hospital at Taunton, in presenting their Annual Report, beg leave to say that the exceedingly high price of everything necessary for the support of the hospital has forced us to adopt the most rigid economy in our expenditures, consistent with a proper care of our patients and the public property.

Our first duty has ever been to see that the persons committed to this institution should have every care necessary for their cure and restoration to society and their friends. To accomplish this, no efforts have been spared; and we believe as large a proportion of those committed to this institution have been discharged cured as from any other institution of like character.

During the past year the board of state charities have withdrawn from us a large number of those whose condition we had little hope of benefiting by further treatment here. While this may, by diminishing our numbers, increase the cost of maintenance, it will relieve the crowded state of our apartments and afford greater facilities for the proper care and comfort of those remaining.

We have, during the past year, introduced a new boiler in place of an old one—no longer to be trusted,—and improved

LUNATIC HOSPITAL AT TAUNTON. . . [Oct

undry by the introduction of new and superior machinery
has long been needed.

the financial condition of the hospital, we refer you to
annexed Treasurer's report. .

a more full and detailed report of the condition of the
al, we ask your attention to the report of its Superin
nt, to whose unremitting care and devotion to the interes
r patients, and practical ability in the selection of hi
nts, we are indebted for the marked ability with which
stitution has been managed from its establishment to the
it time.

OLIVER AMES,
CHARLES EDW'D COOK,
LEBARON RUSSELL,
C. R. ATWOOD,
GEO. HOWLAND, JR.,
Trustees.

TAUNTON LUNATIC ASYLUM, Oct. 12, 1866.

Inventory of Stock and Supplies on hand September 30, 1866.

Live stock on the farm,	\$4,955 00
Produce of the farm on hand,	1,900 00
Carriages and agricultural implements,	1,694 00
Machinery and mechanical fixtures,	17,838 85
Beds and bedding,	8,061 50
Other furniture,	5,319 25
Personal property of the State in the Superintendent's department,	1,193 75
Dry goods,	151 80
Provisions and groceries,	950 75
Fuel,	4,964 00
Drugs and medicines,	203 06
Library,	250 00
	<hr/>
	\$47,481 96

List of Persons employed at the Taunton Lunatic Hospital, September 30, 1866, with their Compensation.

Superintendent and Physician,	(per year,)	\$1,800 00
Assistant-Physician,	"	800 00
Clerk,	"	800 00
Treasurer,	"	800 00
Supervisor, (male,)	"	500 00
" (female,)	"	800 00
Housekeeper,	"	800 00
Seamstress,	"	200 00
Engineer,	(per month,)	40 00
Fireman,	"	25 00
Baker,	"	35 00
Coachman,	"	25 00
Laborers on farm, (2)	"	25 00
Attendants, (male, 9)	"	25 00
" (female, 9)	"	14 00
Laundress,	(per year,)	200 00
Assistant-Laundress,	(per week,)	2 50
" "	"	2 25
Cook, (1)	"	3 00
" (1)	"	2 50
" (1)	"	2 00
House attendants, (2)	"	2 50

LUNATIC HOSPITAL AT TAUNTON. [O

SUMMARY.

l receipts,	\$66,806
l payments,	67,220
the Treasurer, September 30, 1866, . . .	\$413
l liabilities,	\$6,023
l debts due the institution,	17,313
	\$11,290
ent expenditures,	\$66,837
ling this sum by 355, the average number patients, we have as the average annual st of each patient,	\$188
the average weekly cost,	8

GEO. C. S. CHOATE.

Report as now made by the Treasurer of the financial condition of the hospital
r ending September 30, 1866, has been examined by the books, and found to

CHARLES EDWARD COOK,
C. R. ATWOOD,
Auditing Committee

STON LUNATIC HOSPITAL, }
October 11, 1866. }

SUPERINTENDENT'S REPORT.

To the Trustees of the Taunton Lunatic Hospital.

GENTLEMEN :—The end of the hospital year has again been reached, and in compliance with the statute governing the institution, I present for your inspection and consideration a Report of its operations during the past twelve months. Although we have had our share, of course, of the annoyances, anxieties and trials which are unavoidably incident to a year's history of an institution for the insane, yet, on the whole, we may fairly congratulate ourselves upon another satisfactory and successful passage through one of the periods into which our hospital life is divided. A full amount of work has been accomplished, a fair proportion of recoveries has taken place, our previous good financial condition has been maintained in the face of peculiar difficulties, and our percentage of mortality, though larger than in the previous year, has not been excessive.

NUMBERS.

I am again able to make the gratifying report, that no further increase has taken place in the number of inmates in the institution, and that it now contains, at the close of the year, two patients less than it did at its commencement. That this result, so desirable in all respects to the institution and its inmates, should have been accomplished in spite of a decided increase in the number of admissions, is due to an energetic continuance of that wise policy, pursued for several years past, of removing from the hospital and from the State such inmates as ought more properly and legally to be supported by other communities. Seventy patients have been removed during the past year by the board of state charities to the places of their legal settlement, and to other State institutions. When we consider that, in addition to the improvement thus effected in the comfort of those who remain, the average character of the inmates

aised, and more room is made for the reception of over five insane, the advantages of this practice can be more fully appreciated.

At the commencement of the late rebellion, contrary to common expectation, there was an immediate and general check on the numbers thronging to all public institutions, and to insane hospitals among the rest. This continued throughout the war, and with its cessation there has been here, and probably at other similar institutions, an immediate though gradual increase. But not many patients, have been admitted, in whom the mental disease might fairly be attributed to their connection with the great contest. Eleven of those admitted during the war, had served in the armies of the republic. On the whole, it is as probable that the general effect of the national trial has been healthful to the public mind, and that although some new causes of mental disease have been introduced, yet the percentage of insanity has been slightly reduced.

At the time of making the last annual report, it was commonly expected that by the opening of the new experimental institution for the incurable and harmless State paupers at Taunton, a still further reduction in the numbers at the other hospitals would ere this have taken place. This expectation has not yet, however, been fully realized, while the erection of the building and the preparations for its use have given rise to much controversy as to the propriety and expediency of the plan, which has not been confined to this State, nor to New England. I still entertain the opinion expressed in the last annual report, that such an institution, if rightly inaugurated and judiciously carried on, will be a benefit to the State in an economical point of view, will raise the character of the State hospitals, and will subserve the interests of the insane generally. Theoretically there can be no question that the State lunatic hospitals, as at present organized, afford the best facilities for the care of all classes of the insane; but as the accommodations which they offer are limited to less than half of the whole number of the insane in the State, and the choice for the remainder is between such an institution and the ordinary almshouse provision, at least for such as are supported at the public charge, the selection would seem to be clear and easy. A new institution is not to be considered as in any sense

substitute for a lunatic hospital, but as simply an addition or appendage, and as being an improvement in the care and provision for that class, whom it will receive. It is to be hoped that the rule will be rigidly enforced, that none shall be admitted into it, who have not first passed through one of the hospitals, and have been pronounced, as in all human probability, beyond the aid of medical skill. In one point of view, I am satisfied that the new institution, from its connection with and vicinity to a large almshouse, may have an advantage over the hospitals in the care of the demented insane. In bringing to bear upon them the great remedial power of labor, there will be an opportunity of associating a few insane with many sane laborers, which is the reverse of what necessarily occurs here, and the influence and example of the latter will in some cases be effectual in inducing the performance of daily labor by the former, and consequently in procuring that improvement which is almost sure to follow a regular and habitual exercise of the physical powers. Judging from the disfavor with which this project has been generally received by those connected with the care of the insane throughout the country, it seems probable that Massachusetts must make the experiment alone; but, as in some other cases in which she has been the pioneer, I believe it will ultimately be found that the new plan will prove to be an advance, and the new classification which it will afford will be deemed beneficial, and will be followed by other communities, when the demands upon the public provision for their insane become as urgent and as large as they are with us. The whole question of providing for the dependent insane has become one of economical compromise. Humanity constantly calls for increased expenditure, and for provision with all that is best for the interest and welfare of an unfortunate class, while, on the other hand, a due regard to the preservation of a proper proportion between this and other public expenses calls as persistently for retrenchment and economy. There can be no doubt that additional expenditure judiciously made will constantly bring increased good. Another dollar per week spent upon each patient, would surely improve his or her condition, and when that was expended another dollar would bring more good, though less than the first, and so on almost *ad infinitum*. But the line must be drawn somewhere, and it belongs

those who bear the burden to say through their representatives at what point the compromise shall be made, while those in whose hands the administration of this charity is placed the duty belongs, to do the utmost in their power with the means placed at their command.

FINANCES.

At the commencement of the hospital year there seemed to be a well founded hope that, before its close, the prices of articles of necessary use in the institution would be so far reduced that the conduct of its financial operations would be comparatively easy. Such, however, has not proved to be the case, and the end of the year finds us without material relief in this respect, and with no decided diminution in the cost of the most articles of ordinary consumption. As the average rate of board has only been raised about thirty per cent. since 1861, and the prices generally average from seventy-five to one hundred per cent. higher than they did then, it will be readily perceived that there has existed, and still exists, a necessity for the most rigid economy, and for a retrenchment in those directions where it is possible to retrench, or rather to postpone present outlay, without interfering with the main objects of the institution. Many out-door and in-door improvements, deemed very desirable for the institution, have accordingly been put off from year to year. A considerable expenditure seemed, however, absolutely necessary the past year for renewal of alterations, and, fortunately, we have been able to meet it by a slight increase in the average receipts for board. The replacement of a defective and unsafe boiler seemed to be an inevitable necessity, and, accordingly, a new one was procured at an expense of about fifteen hundred dollars. The laundry, which has always been incomplete and unsatisfactory, has been thoroughly rearranged and provided with a steam engine and with all the most approved machinery for washing, mangle and ironing, at an expense of about twenty-five hundred dollars. The kitchen has been furnished with an abundant supply of excellent spring water at a cost of about one hundred dollars; and about three thousand dollars have been expended in painting and ordinary repairs of the hospital and its various out-buildings. These expenditures have all been met out of the current income of the year without

materially affecting our financial position, and without incurring any debt. In the past, as during the four previous years, the hospital has paid no interest. No retrenchment has been made in the mode of living, in the number or wages of attendants, in the means of amusement, nor in anything having a direct or immediate bearing upon the welfare or the improvement of the inmates. Labor has in no case been enforced, but has been encouraged as far as possible among those to whom it was adapted, both with a view to their mental and physical improvement, and to aid in lessening the expenditures of the establishment. Its results in the latter direction have not been inconsiderable, while, as a means of mental restoration, its value can hardly be overestimated.

The following table exhibits the average number of patients, the total annual expenses, the total annual revenue from board, and the average weekly expense of and income from each patient for each of the thirteen years during which the hospital has been in operation:—

YEAR.	Average number.	Total expenses.	Total receipts.	Average weekly expense of each patient.	Average weekly income from each patient.
1854, . .	210	\$17,808 76	\$2,857 43	\$2 42	\$0 40
1855, . .	251	32,930 42	24,287 19	2 52	1 86
1856, . .	280	34,831 51	34,690 59	2 39	2 38
1857, . .	312	34,335 95	34,413 16	2 20	2 21
1858, . .	328	46,847 29	46,416 82	2 75	2 72
1859, . .	335	45,811 26	51,273 98	2 63	2 94
1860, . .	365	53,045 29	55,673 29	2 79	2 93
1861, . .	386	50,127 76	49,461 61	2 49	2 46
1862, . .	425	62,447 70	62,535 61	2 83	2 83
1863, . .	421	68,262 02	68,239 96	3 12	3 12
1864, . .	389	67,354 82	66,193 43	3 33	3 27
1865, . .	353	67,434 18	68,128 04	3 67	3 71
1866, . .	355	66,887 63	66,806 20	3 62	3 62

The amount received for board from towns and individuals has steadily increased since the opening of the hospital, now amounts to fifty-six per cent. of the total receipts, and is considerably larger than the total expenses or income of the first four years after the opening of the hospital. During the past year the amount received from the State for the board of patients having no known settlement in the Commonwealth was constituted forty-three per cent. ; that from towns forty per cent. ; and that from individuals, fifteen per cent. of the whole income.

CURATIVE SUCCESS.

Insanity, like all other diseases, terminates in recovery or death. These are the only true terminations, although sometimes one form is said to terminate in another, when, as is infrequently the case, a condition of mania and excitement, not relieved, becomes changed to one of permanent dementia or idiocy. To avert the latter change equally with the former is the first object of hospital treatment. A comparison of the proportion recovering at home with that restored in modern hospitals could alone determine the precise value of the latter as curative agents. No statistics have as yet been compiled which will enable us to do this; yet, no one who has seen the immediate effects of removal to a hospital, in numerous cases, which have long been cared for at home; no one who has witnessed the beneficial results, with few exceptions, produced by committing the patient into the hands of strangers, by placing him in a new and strange scene, by regulating his habits, his diet, his sleep and his exercise; no one who knows the superior facilities afforded in a well-ordered institution for imposing restraint without violence, and obedience to reasonable rules without irritation, for securing safety to the patient and to others without seclusion or excessive restrictions and deprivations, for the administration of remedies, and for the use of judicious moral and persuasive means, can doubt for a moment of the efficiency of the present most approved plan.

Although the precise percentage of recovery is modified by localities, by the prevailing cause, and by the variations in the social condition and physical stamina of the patients admitted, yet no institution ought to be deemed satisfactorily succe

without effecting a fair proportion of cures. Since the opening of the Taunton hospital, omitting the first year, when most of the patients received were incurables from another institution, out of two thousand five hundred and twenty-two admitted, one thousand and fifty-three have been discharged recovered; or about forty per cent.

The following table will exhibit the total number of recoveries in each year since the opening of the hospital, and the proportion which this number bears to the average number of patients, and to the number admitted during each year:—

Y E A R .	Average No.	No. admitted.	Cures. .	Ratio of cures to av'ge No.	Ratio of cures to admissions.
1854, . . .	210	330	86	17.14	10.91
1855, . . .	251	167	70	27.88	41.91
1856, . . .	280	185	62	22.14	33.51
1857, . . .	312	207	82	26.28	39.61
1858, . . .	328	223	84	25.61	37.67
1859, . . .	335	231	98	29.25	42.42
1860, . . .	365	245	101	27.67	41.23
1861, . . .	386	252	119	30.86	47.22
1862, . . .	425	208	87	20.43	42.59
1863, . . .	421	196	87	20.66	44.39
1864, . . .	389	203	99	25.45	49.77
1865, . . .	353	197	89	25.21	45.18
1866, . . .	355	208	78	21.97	37.50

The question is often asked, and it has a most important bearing upon the welfare of those who have been insane, How thorough is the cure? How great is the liability to recurrence? Upon the answer to this inquiry depends, in a great degree, the future condition of those discharged from hospitals, the amount of confidence which will be reposed in them, and the opportunities for usefulness and happiness which will be

afforded them. It is to be feared that, in this respect, the unfortunate class with whom we are so intimately concerned, are not treated justly by the community. They do not generally regain that measure of confidence which should be awarded them. While it is true, that its occurrence once in an individual, indicates in many cases a constitution which makes him more liable in the future than one who has never been attacked; and while there are a few who, though apparently perfectly rational after the termination of their disease, are incapable of returning to the sphere which they formerly occupied, or of performing the duties which they previously fulfilled, yet the large majority of those recovered continue well, and are as perfect and capable in all respects as before their disease. To show how small is the probability of recurrence, and how much the danger of it has been overrated, I have compiled from our records the following statement of the number of times each patient has been admitted:—

2,488	patients	have	been	admitted	once,	.	.	.	2,488
86	"	"	"	"	twice,	.	.	.	172
35	"	"	"	"	three times,	.	.	.	105
13	"	"	"	"	four times,	.	.	.	52
3	"	"	"	"	five times,	.	.	.	15
2	"	"	"	"	six times,	.	.	.	12
1	"	"	"	"	eight times,	.	.	.	8
<hr/>									
2,628	persons.				Admissions,	.	.	.	2,852

It is not pretended that this statement shows accurately the number of relapses, but it must be remembered that it includes many who were removed by friends before recovery, and were necessarily returned. On the whole, it seems probable that it puts fully as unfavorable an aspect upon the security of the restored insane as the facts would warrant. As a general rule, it may be stated, that the probability of future attacks is smaller, as the exciting cause of the first seizure is more strong and decided, and the freedom from hereditary predisposition more perfect.

STATISTICAL TABLES.

In the following tables are given the operations of the hospital during the past year, together with such facts regarding the patients admitted, discharged and died, as can be gathered from the records. From the nature of the case they cannot be perfectly accurate, but it is believed that they approximate nearly enough to the truth to enable many important deductions to be drawn from them, having a bearing upon the insane, their management, the causes of their disease, and their prospects.

TABLE No. 1.

	Males.	Females.	Totals.
Number of Patients remaining September 30, 1865,	165	178	343
Number of Patients admitted since September 30, 1865,	109	99	208
Number of Patients under treat- ment during the year,	274	277	551
Number of Patients discharged during the year,	86	82	168
Number of Patients died during the year,	23	17	40
Number of Patients eloped dur- ing the year,	2— 111	0— 99	2— 210
Number of Patients remaining September 30, 1866,	163	178	341

Contrary to usual custom, the males admitted during the year exceed the females by ten. The admissions the past year have averaged a little more than seventeen per month. The largest number at any time in the house has been three hundred and eighty-five. The average number during the year has been three hundred and fifty-five, two more than during last year. The decrease from the beginning to the close of the year has been two.

The admissions during each month have been as follows:—

Admitted in Oct., 23;	In Dec., 11;	In March, 18;	In June, 21.
Nov., 20;	Jan., 15;	April, 21;	July, 17.
Sept., 16;	Feb., 10;	May, 23;	Aug., 13.
In Autumn, 59;	In Winter, 36;	In Spring, 62;	In Summer, 51.

away to gratify the misguided affection of relatives, against the earnest remonstrances of the Superintendent. One of the latter has since proved extremely dangerous, and a warrant has already been issued for his commitment to the hospital.

TABLE No. 3,

Shows the Character of Insanity in those Admitted.

	1866.			PREVIOUSLY.			Total in Thirteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Mania, . . .	38	40	78	675	683	1,360	1,438
Melancholia, . .	11	21	32	141	170	311	343
Monomania, . .	2	2	4	82	78	155	159
Dementia, . . .	58	36	94	428	389	817	911
Not insane, . .	—	—	—	1	—	1	1
Totals, . . .	109	99	208	1,327	1,317	2,644	2,852

While it is undoubtedly true that many cases are not distinctly marked with the characteristics of either of the types into which we have divided the cases received, and while it must be allowed that the distinction is rather an arbitrary one, and would vary somewhat in the hands of different observers, yet from an inspection of the table in this and in previous years, it is sufficiently obvious that the average character of the cases received this year has been less hopeful than usual. Previously to this year, more than one-half the cases have been of mania, among which most of the recoveries take place, while the cases of dementia, which are generally hopeless, have comprised about thirty per cent. This year the cases of mania have amounted to only thirty-nine per cent. of the whole number, while the cases of dementia have amounted to forty-six per cent. This variation, probably accidental, is fully sufficient to account for the slight decrease in the number of recoveries during the year.

Among those admitted were three, who, tried for criminal offences, were relieved of the responsibility of their acts by the

LUNATIC HOSPITAL AT TAUNTON.

of insanity. In each of these cases, a more thorough examination of the mental condition might have changed the result of the trial and altered the destination of the patient. The residence for a certain time in a hospital, under the observation of persons experienced in the disease, is in many cases the only sure means of discrimination between insanity and vice, and of detecting imposture. And this test ought, in my opinion, to be applied to every important case in which the question of insanity is set up before its trial. Three men have been committed from the State prison during the year, and the same number from one of the houses of correction.

TABLE No. 4,
Shows the Duration of Disease before Admission.

	1866.			PREVIOUSLY.		
	Males.	Females.	Total.	Males.	Females.	Total.
Less than 3 months, .	84	36	70	610	500	1,196
Between 3 and 6 mos.,	10	15	25	154	151	285
6 and 12 mos.,	13	8	21	110	111	221
1 and 2 yrs.,	18	13	26	127	119	246
2 and 3 yrs.,	11	7	15	86	82	168
3 and 4 yrs.,	5	4	9	48	53	101
4 and 5 yrs.,	5	2	7	40	48	85
5 and 10 yrs.,	12	10	22	81	101	182
10 and 20 yrs.,	6	4	10	67	50	117
Over 20 years, . . .	3	—	3	22	21	43
Totals, . . .	161	99	260	1,827	1,817	2,644

This table, like the preceding, shows that a less proportion of cases than usual have been brought to us during the present year. This year more than forty per cent. had been insane more than one year. Of the admissions of the previous year, less than thirty per cent. had been of so long duration. Thirty-five patients were brought here this year who had

more than five years insane. Last year but nineteen cases had existed so long previous to admission. Some of these had been inmates of other institutions; others had been kept at home until some dangerous manifestations occurred. Nearly all are, of course, hopeless cases. Little can be added to what has been said in former reports as to the paramount importance of early removal from home, if it is desired to take advantage of all the chances for recovery. The following table, showing the duration of insanity in those discharged recovered during the last eight years, is in itself the strongest argument that can be urged against delay,—the great mistake brought about too often by ill-advised affectionate interest.

	1866.			PREVIOUSLY.			Total in Eight Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Less than 3 months, .	29	29	58	260	281	491	549
Between 3 and 6 mos.,	3	4	7	35	42	77	84
6 and 12 mos.,	2	3	5	20	27	47	52
1 and 2 yrs., .	1	2	3	14	16	30	33
2 and 3 yrs., .	1	—	1	7	10	17	18
Over 3 years, . .	3	1	4	9	9	18	22
Totals, . . .	39	39	78	345	335	680	758

The proportions of this table, and the lesson which they teach, will never be found to materially vary. Seventy-two per cent. of all recoveries which have taken place during the past eight years, have been in cases which had been of less than three months' duration before admission; eleven per cent. in cases of between three and six months' duration; and seven per cent. in cases of between six and twelve months' duration; making an aggregate of ninety per cent. of all recoveries occurring in patients who had been insane less than one year before admission. Less than three per cent. had been insane longer than three years.

TABLE No. 5,

Shows the Causes of Death in those Deceased.

	1866.			PREVIOUSLY.		
	Males.	Females.	Total.	Males.	Females.	Total.
Pneumonia,	1	2	3	52	84	136
Maniacal Exhaustion,	3	3	6	30	27	57
General Paralysis, .	3	-	3	43	7	50
Diarrhoea,	-	2	2	14	11	25
Marasmus,	1	1	2	13	17	30
Apoplexy,	4	1	5	21	9	30
Chronic Mania, . . .	-	-	-	10	13	23
Paralysis,	1	-	1	17	8	25
Dysentery,	1	-	1	9	6	15
Fever,	-	-	-	4	9	13
Anemia,	-	-	-	3	7	10
Epilepsy,	1	1	2	7	4	11
Disease of Heart, . .	-	1	1	2	4	6
Disease of Liver, . .	1	-	1	2	3	5
Emaciation,	-	2	2	4	3	7
Phlegmon,	-	-	-	1	3	4
Old Age,	1	2	3	1	3	4
Suicide,	-	1	1	2	3	5
Cancer,	-	1	1	-	2	2
Peritonitis,	-	-	-	1	-	1
Chorea,	-	-	-	1	-	1
Scrophula,	-	-	-	1	1	2
Burn,	-	-	-	-	1	1
Hemoptysis,	-	-	-	1	-	1

TABLE No. 5—Continued.

	1866.			PREVIOUSLY.			Total in Thirteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Pneumonia, . . .	1	—	1	1	1	2	3
Erysipelas, . . .	—	—	—	3	2	5	5
Gastritis, . . .	—	—	—	—	2	2	2
Measles, . . .	—	—	—	—	1	1	1
Totals, . . .	23	17	40	243	231	474	514

The mortality during the year has been in a marked degree from causes connected with the mental disease, twenty-two deaths having occurred from palpable organic diseases of the brain and maniacal exhaustion. The hospital has, as usual, been nearly exempt from all acute maladies, two fatal cases only having occurred, one of dysentery and one of pneumonia.

TABLE No. 6,
Shows the Ages of Patients Admitted.

	1866.			PREVIOUSLY.			Total in Thirteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Between 5 and 10 yrs.,	—	—	—	1	—	1	1
10 and 15 yrs.,	—	1	1	9	7	16	17
15 and 20 yrs.,	7	4	11	81	77	158	169
20 and 25 yrs.,	14	6	20	139	206	345	365
25 and 30 yrs.,	18	19	37	201	224	425	462
30 and 35 yrs.,	21	20	41	186	190	376	417
35 and 40 yrs.,	10	6	16	187	173	360	376
40 and 45 yrs.,	9	17	26	157	127	284	310
45 and 50 yrs.,	7	8	15	130	98	228	243
50 and 55 yrs.,	5	4	9	73	75	148	157

LUNATIC HOSPITAL AT TAUNTON.

TABLE No. 6—Continued.

	1888.			PREVIOUSLY.			Total.
	Males.	Females.	Total.	Males.	Females.	Total.	
between 55 and 60 yrs.,	6	2	8	68	40	108	
60 and 65 yrs.,	5	6	11	40	40	80	
65 and 70 yrs.,	5	2	7	23	26	49	
70 and 75 yrs.,	1	2	3	15	15	30	
75 and 80 yrs.,	1	1	2	13	9	22	
80 and 85 yrs.,	—	—	—	4	10	14	
over 85 years, . . .	—	1	1	—	—	—	
Totals, . . .	109	99	208	1,827	1,817	2,644	2

One patient was admitted during the year, whose age was more than ninety years. The opinion has been expressed in previous reports, and I would here reiterate it, that extreme violence and danger, or entire want of means for support at home, should lead to the commission of any person over seventy-five years of age to a public institution. The cure or benefit in such a case is of course extremely small, while the habits of life have become so fixed, that there is no amount of power of adaptation to the great change in circumstances and surroundings which is inevitable. Great changes of any kind in very old people are exceedingly apt to be followed by a speedy decline in the physical system. The quiet and orderly and regular life which is insured at a hospital is undoubtedly favorable in old persons already there, but the attraction of life under physical circumstances which would elsewhere soon lead to a fatal termination, and accordingly we have a considerable number of very old patients, who have been resident here; but most of them made the change in middle life or early old age.

TABLE No. 7,

Shows the Occupation of the Male Patients admitted since the opening of the Hospital.

Farmers,	189	Gardeners,	8
Laborers,	830	Physicians,	9
Seamen,	148	Cigar-makers,	8
Boot and Shoemakers,	96	Moulders and Turners,	9
Operatives in Mills,	71	Teachers,	6
Traders,	58	Students,	9
Carpenters,	52	Jewellers,	11
Clerks,	38	Butchers,	5
At School,	26	Wheelwrights,	5
Machinists,	29	Book-binders,	4
Blacksmiths,	26	Caulkers and Gravers,	5
Sea-captains,	21	Tailors,	18
Stone-layers and Masons,	16	Engravers,	4
Porters and Waiters,	21	Bar-keepers,	5
Cabinet-makers,	17	Naval Officers,	3
Merchants,	14	Book-agents,	2
Barbers,	13	Hat and Bonnet-makers,	3
Soldiers,	22	Tinsmiths,	2
Stage-drivers and Teamsters,	11	Actors,	3
Clergymen,	11	Lawyers,	4
Harness-makers,	15	Editor,	1
Printers,	11	Dentist,	1
Bakers,	9	Civil Engineers,	2
Fishermen,	8	None,	23
Painters,	16	Unknown,	14
Coopers,	9	Total,	1,436

These may be divided into the following classes:—

Pursuing active employment out of doors, . . .	804
“ “ “ in doors, . . .	890
Of sedentary habits, . . .	228
Unknown, . . .	14
	<hr/> 1

TABLE No. 8,
Shows the Civil Condition of all Persons Admitted.

	1866.			PREVIOUSLY.		
	Males.	Females.	Total.	Males.	Females.	Total.
Married, . . .	46	89	85	572	537	1,109
Unmarried, . . .	62	46	108	690	592	1,282
Widowed, . . .	1	14	15	65	188	253
Totals, . . .	109	99	208	1,327	1,317	2,644

TABLE No. 9,
Shows the Nativity of all Persons Admitted.

	1866.			PREVIOUSLY.		
	Males.	Females.	Total.	Males.	Females.	Total.
Americans, . . .	59	38	97	711	627	1,338
Americans, Irish par'ts,	6	2	8	24	35	59
Irish, . . .	86	55	91	848	878	1,021
English, . . .	1	2	3	41	37	78
Germans, . . .	1	—	1	57	22	79
French, . . .	—	—	—	6	1	7
Scotch, . . .	—	—	—	5	7	12
Spanish, . . .	1	—	1	6	—	6
Canadians, . . .	—	—	—	3	1	4
Italians, . . .	—	—	—	8	3	11
West Indians, . . .	—	—	—	3	—	3
Nova Scotians, . . .	4	2	6	8	9	17
Danes, . . .	—	—	—	4	1	5

TABLE No. 9—Continued.

	1866.			PREVIOUSLY.			Total in Thirteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Dutch, . . .	—	—	—	2	—	2	2
Swede, . . .	—	—	—	1	—	1	1
Portuguese, . . .	1	—	1	—	1	1	2
Totals, . . .	109	99	208	1,827	1,317	2,644	2,852

Fifty-three per cent. of all persons admitted since the opening of the hospital were born on American soil. Forty per cent. were born in Ireland; a little less than three per cent. each in England and Germany.

TABLE No. 10,
Shows the Causes of Insanity.

	1866.			PREVIOUSLY.			Total in Thirteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Ill-health, . . .	4	18	22	103	328	431	453
Intemperance, . . .	30	9	39	369	111	480	519
Masturbation, . . .	20	1	21	145	18	158	179
Religious excitement, . . .	3	1	4	45	54	99	103
Domestic trouble, . . .	1	11	12	44	99	143	155
Child-birth, . . .	—	7	7	—	93	93	100
Epilepsy, . . .	4	5	9	54	27	81	90
Pecuniary trouble, . . .	6	—	6	55	8	63	69
Paralysis, . . .	1	1	2	30	14	44	46
Disappointment, . . .	2	6	8	16	49	65	73
Injury, . . .	2	1	3	50	12	62	65
Loss of friends, . . .	—	6	6	9	39	48	54
Spiritualism, . . .	—	1	1	11	24	35	36

TABLE No. 10—Continued.

	INCOMING.			PREVIOUSLY.		
	Males.	Females.	Total.	Males.	Females.	Total.
Hard work, . . .	4	2	6	18	13	31
Mis-treatment, . . .	—	1	1	2	15	17
Fright, . . .	—	—	—	6	11	17
Congenital, . . .	2	2	4	7	15	22
Old age, . . .	—	1	1	6	5	11
Seduction, . . .	—	1	1	—	18	18
Hard study, . . .	1	1	2	18	—	18
Jealousy, . . .	2	1	3	7	5	12
Sun-stroke, . . .	—	—	—	12	—	12
Want of employment,	—	—	—	12	2	14
Use of tobacco, . . .	—	—	—	8	2	10
Millerism, . . .	—	—	—	8	—	8
Healing of ulcers, . . .	—	—	—	1	—	1
Turn of life, . . .	—	—	—	—	7	7
Exposure, . . .	8	—	8	5	2	7
Syphilis, . . .	—	—	—	8	—	8
Chorea, . . .	—	—	—	8	—	8
Use of narcotics, . . .	—	—	—	4	3	7
Light reading, . . .	—	—	—	—	2	2
Bad education, . . .	—	—	—	1	1	2
Sudden good fortune,	—	—	—	1	—	1
Home-sickness, . . .	—	2	2	—	—	—
Free-love doctrine, . . .	—	—	—	—	1	1
Excitement of camp, . . .	—	—	—	8	—	8
Unknown, . . .	24	21	45	286	340	626
Totals, . . .	109	99	208	1,827	1,817	3,644

Are the causes of insanity becoming more numerous and powerful, or is insanity simply made more prominent and public by the modern system for the care of the insane? These are questions which must frequently force themselves upon the minds of all who perceive the rapidity with which new institutions become filled, and the steady and rapid increase of the insane under the public charge. It seems but too probable that both these inquiries must be answered in the affirmative. A higher civilization and greater cultivation of the intellectual powers bring to the human mind new and deeper hopes and fears, the new restraints imposed by society and legislation, new distractions by ambition, humiliation, and prosperous or adverse speculation, more frequent and intense mental efforts, too frequently a premature exercise of the intellectual faculties, and too many new modes of dissipation and unnatural excitement. The artificial life of modern society, while it brings new and more refined enjoyments, and develops more fully all the finer and nobler emotions and sentiments, and educates to a higher point the reflective faculties of the mind, also brings new dangers in the excitements lurking in all its ways, and threatening mental tranquillity and health. On the other hand, it cannot be doubted that the improved method of treatment of the present day, and the gradual removal of that stigma, which formerly was attached more or less both to the insane and in some degree to their immediate connections, has led to their being brought more prominently into public view for care and treatment. A third cause for the apparent increase of insanity is probably to be found in the fact, that many cases are now recognized as cases of insanity which were formerly classified differently. Further study, and the deeper insight thus gained into the normal and the deranged condition of the human mind, have led to the clear recognition of many forms of mental disease, which once were pitied as infirmities or punished as crimes.

TABLE No. 11,
Shows the Ages at which Insanity appeared.

	1900.			PREVIOUSLY.		
	Males.	Females.	Total.	Males.	Females.	Total.
Under 5 years, . . .	-	-	-	11	3	14
Between 5 and 10 yrs.,	-	1	1	8	10	18
10 and 15 yrs.,	4	-	4	14	13	27
15 and 20 yrs.,	9	5	14	100	118	228
20 and 25 yrs.,	20	12	32	185	216	401
25 and 30 yrs.,	18	21	39	214	254	468
30 and 35 yrs.,	19	16	35	188	177	365
35 and 40 yrs.,	9	11	20	181	163	344
40 and 45 yrs.,	11	10	21	133	113	246
45 and 50 yrs.,	4	5	9	95	83	178
50 and 55 yrs.,	3	6	11	66	49	115
55 and 60 yrs.,	4	4	8	55	36	91
60 and 65 yrs.,	3	5	8	33	30	63
65 and 70 yrs.,	4	1	5	21	10	31
70 and 75 yrs.,	2	1	3	5	5	10
75 and 80 yrs.,	-	-	-	8	12	20
Over 80 years, . . .	-	1	1	-	-	-
Unknown,	-	-	-	10	17	27
Totals,	109	99	208	1,327	1,317	2,644

TABLE No. 12,
Shows the Last Residence of Patients.

	1866.			PREVIOUSLY.			Total in Thirteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
Bristol County, . .	26	20	46	281	204	485	481
Barnstable County, .	2	1	3	47	37	84	87
Plymouth County, . .	6	4	10	112	115	227	237
Dukes County, . . .	1	—	1	20	9	29	30
Norfolk County, . .	21	12	33	219	172	391	424
Middlesex County, . .	5	8	13	48	43	91	104
Franklin County, . .	—	—	—	2	2	4	4
Essex County, . . .	4	4	8	53	63	116	124
Suffolk County, . . .	43	49	92	472	544	1,016	1,108
Worcester County, . .	—	—	—	1	4	5	5
Nantucket County, . .	—	—	—	10	5	15	15
Worcester Hospital, .	—	—	—	109	109	218	218
Other States, . . .	1	1	2	8	10	18	15
Totals, . . .	109	99	208	1,327	1,317	2,644	2,852

TABLE No. 13,
Shows by whom the Patients admitted have been Supported.

	1866.			PREVIOUSLY.			Total in Thirteen Years.
	Males.	Females.	Total.	Males.	Females.	Total.	
By State,	63	62	125	770	788	1,558	1,683
Towns,	34	23	57	322	266	588	645
Individuals, . . .	12	14	26	235	263	498	524
Totals,	109	99	208	1,327	1,317	2,644	2,852

LUNATIC HOSPITAL AT TAUNTON. [C

he patients at present in the institution are supported
ws: by the State one hundred and forty-seven; by town
hundred and forty-six; by individuals, forty-eight.

TABLE No. 14,
Shows the Proportion of Commitals.

	1848.			PREVIOUSLY.			Tot The Ye
	Males.	Females.	Total.	Males.	Females.	Total.	
court,	91	■	172	988	952	1,940	2,1
Governor, . .	-	-	-	116	118	234	2
State Almshouses,	2	3	5	15	27	42	
iers,	16	15	31	208	220	428	4
Totals, . . .	109	99	208	1,327	1,317	2,644	2,8

aving thus presented to you as minutely as seems desirable
tailed statement of the internal operations of the hosp
ng the year, it remains for me to allude briefly to
acter and success of the labors of the year upon

THE FARM.

he usual number of patients have been employed in
ous occupations of husbandry, with much undoubt
fit to themselves both mentally and physically, and i
ved with some pecuniary advantage to the instituti
crops for the year, however, have been somewhat advers
ted by the intense drought of the previous summer, a
he depredations of worms. We can perceive, howev
year to year, a decided improvement in the character
uctiveness of the soil, through the large amount of dr
which we are able annually to bestow upon it, and by
ring up of what promises to be the richest portion of
1. The stock has been fully kept up, it is believed, to
dard of former years, and consists of four horses, one b
yoke of oxen, one yoke of steers, thirteen cows, six heif
calves and seventy-six swine.

he principal products of the farm for the year have b
it as follows:—

40 tons hay at \$35,	. . . . .	\$1,400 00
1,200 bushels potatoes at 80 cts.,	. . . . .	960 00
7 tons squashes at \$30,	. . . . .	210 00
Summer vegetables of all kinds,	. . . . .	500 00
30 tons fodder at \$10,	. . . . .	300 00
30 cords wood at \$5,	. . . . .	150 00
		<hr/>
		\$3,520 00

EMPLOYEES.

The number of persons employed at the close of the year in the various departments of hospital labor is thirty-nine. The utmost care has been and is taken to retain none who are not well-qualified for their responsible duties. Harshness to those under their care, or wilful neglect of the instructions given them for their guidance, are followed by a summary severance of their connection with the institution. That we follow this rule invariably, and yet are so seldom called upon to enforce it by dismissal, is the best evidence of their general fitness for the positions in which they are placed ; positions which call for the exercise of some of the higher qualities of character in no small degree. Forbearance, gentleness, firmness, vigilance and discretion must all unite to make alike the successful officer and the good attendant in the institution for the insane. To Dr. Folsom, who has most acceptably filled the office of Assistant-Physician during the past five months, to Mr. Kittredge, the efficient Clerk, to our excellent housekeeper and the two supervisors, is in a great degree due the prosperity of the year.

ACKNOWLEDGMENTS.

During the year we have been favored with two excellent concerts, one by the National Brass Band of Taunton, the other by the East Taunton Brass Band. Both were gratefully appreciated by both officers and patients, and I am sure that all will unite with me in tendering to them our heartiest thanks.

To Colonel C. B. H. Fessenden we are under especial obligations for the daily receipt of his sterling paper, the "New Bedford Mercury," and for a very valuable contribution to the patients' library.

LUNATIC HOSPITAL AT TAUNTON. [Oct.

CONCLUSION.

In closing this Report I cannot forbear alluding to the decease during the year of one of the hospital's earliest and truest friends. GEORGE R. RUSSELL was one of the first board of trustees, and continued in the faithful and conscientious discharge of the duties of his trust, until compelled by declining health to resign it. To this, as to every other good work, he brought that earnestness of purpose, that independent action, that sagacity and practical benevolence, which strongly marked his character. That he cherished a warm interest in the hospital and its inmates till the close of his present life, I am fortunate enough to be able to testify from personal knowledge.

To yourselves, gentlemen, I would again present my hearty thanks for your uniform forbearance and personal kindness toward myself, and for your ever watchful care of the important charge committed to you. Relying upon your friendly support and your wise counsels, under the direction of beneficent Providence I enter with hope upon the duties of another hospital year.

GEO. C. S. CHOATE

THIRTY-FOURTH ANNUAL REPORT

OF

THE TRUSTEES

OF THE

STATE LUNATIC HOSPITAL

AT

WORCESTER.

OCTOBER, 1866.

BOSTON:

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No. 4 SPRING LANE.

1867.

Commonwealth of Massachusetts.

THIRTY-FOURTH ANNUAL REPORT

OF THE

TRUSTEES OF THE WORCESTER LUNATIC HOSPITAL.

To His Excellency the Governor and the Honorable Council of the Commonwealth.

In submitting their Report for the year ending on the 30th of September, 1866, the Trustees desire to express their profound acknowledgments to God for His providential care over the institution during the past year, and for that measure of success which He has vouchsafed to the labors of its officers, in the restoration of health and joy to many, and in promoting the comfort and safety of all its inmates.

By the Report of the Superintendent, which is herewith submitted, and which gives a full and detailed statement of the condition of the hospital during the year, it appears that the whole number of patients in the house has been 630.

	Males.	Females.	Total.
There were in the House on the 1st of October, 1865,	169	172	341
Admitted during the year,	163	126	289
Discharged recovered,	42	47	89
improved,	58	37	95
not improved,	15	10	25
Died,	27	13	40
Whole number discharged,	142	107	249
Remaining Sept. 30, 1866,	190	191	381

LUNATIC HOSPITAL AT WORCESTER. [

It appears by the foregoing table that the mortality of the last year has been slightly larger than the average of several preceding years. This, however, has not been occasioned by the prevalence of any acute disease in the house, but owing to the dropping off of old cases of epileptics, paralytics, and other chronic diseases, and to the death of several who were fatally diseased and died within a few days after admission. Not a single death has occurred except from chronic disease, and no sickness from acute disease except very slight cases of indisposition for only a day or two of duration. Indeed, we may state without exaggeration, that the hospital has rarely been invaded by any form of acute disease for the last twelve years, or since our very efficient means of ventilation were put in operation, by which we are able to convey a continual current of fresh air, either warm or cold, to every apartment occupied by patients or attendants. With an abundant supply of pure air and water, wholesome diet, suitable clothing, active exercise, and the most rigid attention to cleanliness, we have enjoyed an immunity from acute disease equal to that of the most favored class of the community. The internal management has been conducted with the usual mild, conciliatory and paternal care, giving to all the patients as much liberty and indulgence as is consistent with their comfort and safety. No harsh personal restraint has been inflicted upon any one, and very seldom has any one been deprived of the privilege of the range of the halls. Frequently all have enjoyed their liberty, occasionally two or three—rarely more than four—have occupied solitary rooms, and these, with a single exception, only for a few days during the paroxysms of furious excitement. Our solitary rooms are large, airy, well ventilated and warmed, and as cheerful and comfortable as they can be made for the mildest form of restraint.

Among so large a number of insane people there always are some who are periodically noisy, mischievous and filthy, and such only are the subjects of restraint in this hospital. Full details of the condition of the hospital in all its departments are contained in the able and interesting Report of the Superintendent, and the Trustees do not deem it necessary further to repeat them here.

We have had the misfortune to be deprived, a part of the year, of the valuable services of our excellent Superintendent, who, partly through the fault of the Trustees, and partly from his own willingness to assume labors beyond his power of endurance, became exhausted by over-work, and was thus for a time disabled for the performance of the duties of his office. The Trustees deemed it advisable that he should be relieved at once from his labors, and that he should absent himself from these scenes of care and responsibility, and seek restoration to health by recreation and travel, and in visiting places and friends abroad. Therefore the Trustees promptly gave him leave of absence for four months, and we are happy to say that at the end of that period his health and strength were sufficiently restored to enable him to resume the duties of his office, which he has since successfully and satisfactorily performed, and his health is still becoming more confirmed.

During the absence of Dr. Bemis the superintendence of the hospital was committed to Dr. Joseph Draper, the Assistant-Physician, who was favored by the aid of Dr. John R. Lee, formerly, for many years, a very competent and faithful Assistant-Physician here, and who was providentially here on a visit at the time. The affairs of the institution were conducted by Dr. Draper to the entire satisfaction of the Trustees, the customary good order and discipline being fully maintained. Dr. Draper truly merited, as he received, the high appreciation of the Trustees for fidelity to his trust.

The Trustees desire to express their approbation of the plan suggested by Dr. Bemis in his Report, for erecting near the hospital two or more separate dwellings for the accommodation of convalescents, and all these fitted for the enjoyment of the quietude and amenities of the family circle, with apparent freedom from all restraint, and apart from the noisy gibberish to which they are sometimes exposed in the common halls. We refer to his Report without repeating its details.

The Trustees cannot close their Report without the renewed expression of their entire confidence in the skill and judgment of Dr. Bemis the Superintendent.

The financial affairs of the institution have been prudently and skilfully managed during the last year by the Treasurer, Daniel W. Bemis. All our old outstanding accounts and

LUNATIC HOSPITAL AT WORCESTER.

abilities, which for some years past have caused some degree of apparent though not real confusion in our pecuniary condition, have been adjusted, and a clear statement of their condition is now exhibited in the Report of the Treasurer.

When the Worcester Hospital was established by the State, it was a pioneer institution. There was no model after which to pattern, and no experience to guide in its construction, or the relative location of its appurtenances.

As medical and sanitary science progressed and experience was gained, it was discovered that great imperfections existed in the original construction and arrangements. The mode of warming and ventilation was found to be expensive and very inefficient, besides being dangerous from exposure to the out-buildings, stables and piggery, and the old solitary cells or the violent and filthy, were becoming offensive from their proximity to the halls—thus endangering the health as well as offending the senses of the inmates. After several years of deliberation and consideration of many plans for averting these evils, the Trustees, in the year 1855, undertook their removal. They were authorized, by Acts of the legislature from time to time, to make removals, alterations and repairs. The stables and piggery were first removed, and placed at a considerable distance from the house. The old gloomy and filthy cells were demolished; the old furnaces, and also the kitchens in the basements, were removed, and many other improvements made in the interior of the main building and in the wings, halls and dormitories. The ground having been cleared, a tall steam chimney was erected at a safe distance from the halls; a steam engine, with four boilers, was purchased, and a complete apparatus for warming and ventilating the whole establishment, with a capacious conduit, for conveying either warm or fresh air into every department. A bakery and cooking apartment, wash-room, and laundry and work-rooms, were included in a building contiguous to, but outside, the walls of the hospital buildings; also, a neat and commodious chapel, communicating with the centre building. Many other things were done, but it is unnecessary to enumerate further. When the work was once begun, there was no stopping point till it was completed. These improvements, or rather this reconstruction, or such it was to a great extent,—was made under author-

of the legislature, to expend money "for permanent repairs or improvements, which, in their (Trustees) judgment, will promote the interest of said hospital."

The work of removal and reconstruction was begun, and nearly or quite completed in the year 1855, at a cost of \$49,862.88.

By this the hospital was put in a very complete sanitary condition; and the almost perfect immunity from any form of acute disease since that date, vindicates the wisdom of the then Trustees in making the expenditure. But the cost was to be paid from the surplus funds of the hospital. The legislature made no appropriation for any part of it. The funds of the hospital are derived from two sources only, viz., from donations of private individuals, and the profit on the board of private and town patients,—at present only from private patients. The surplus money in the treasury not being sufficient to meet this large expenditure, a debt was necessarily entailed on the hospital. It was contemplated, however, by the Superintendent and Trustees, that the surplus income of a few years would suffice to extinguish this debt, without recourse to the State for aid. In ordinary times it would, doubtless, have been cancelled.

Since the beginning of the war, 1861, and the consequent advance in the price of provisions, and of everything pertaining to the support of the hospital, we have been unable to more than meet the current expenses of living and necessary repairs.

It became necessary, about two years ago, to rebuild the dam from which we obtained our water supply, and to renew our aqueduct, the old one being of insufficient capacity and much out of repair. A grant of \$4,000 was obtained from the State; but the job cost us \$6,000, although much of the ordinary labor was done by our own patients. This, however, was paid, without increasing the debt. This debt, varying during the last ten years from \$20,000 to \$15,000, has been carried by the hospital by temporary loans. It has not been introduced into the annual reports of the Trustees: first, because it was considered a renewal or construction debt, and had no particular relation to the current expenses of the hospital; and, secondly, because it was confidently expected, until some time after the beginning of the rebellion, that, in a few years, it might be paid by the surplus income of the hospital, without making the cost of board burdensome to private patients.

LUNATIC HOSPITAL AT WORCESTER.

In view of the above facts, and seeing no probability of diminution of current expenses, at least for some years to come, and consideration of the inadequate allowance by the legislature for the support of State patients, constituting nearly one-third of the whole number, the allowance being insufficient to pay the actual cost of board, the Trustees respectfully petitioned the legislature, at its last session, for an appropriation of \$15,000, to enable us to remove this incubus from our shoulders, and once more place the hospital in a condition to dispense its beneficence to the largest number possible, at the lowest cost possible, consistent with proper care for the health, comfort and safety of its patients.

The Trustees believed the prayer of their petition was reasonable and just. But the petition was never acted upon by the legislature.

In a former report of the Trustees, in which the financial relations between the State and the hospital were fully explained, it appears that a large proportion of the expense, not of repairs and improvements, but of the original cost of the establishment as it *now stands*, has been paid by the earnings of the hospital itself, together with donations from private individuals.

In order to keep pace with the advancement of medical and sanitary science, and to furnish the best appliances for the restoration of physical and mental health to our patients, repairs and improvements, in some one or other department, are continually needed. These, we shall not be able speedily to supply, under the weight of our present burden and prospective high cost of materials and labor.

Having presented this brief statement of facts in relation to our pecuniary condition, the Trustees here leave the matter respectfully commending it to the favor of your Excellency and the next legislature.

Very respectfully submitted by the Trustees.

WILLIAM WORKMAN
S. E. SEWALL.
R. W. HOOPER.
E. F. JENKS.
HENRY CHAPIN.

WORCESTER, Oct. 15, 1866.

* *Vide* Report of the Trustees for October, 1868.

TREASURER'S REPORT.

RECEIPTS.

Cash on hand September 30, 1865, . . .	\$1,040 40
received from the Commonwealth, . . .	19,728 25
received from loans Mechanics' Nat. Bank, .	32,500 00
received from towns and individuals, . .	57,537 18
received for articles sold,	3,854 09
	<hr/>
	\$114,659 92

EXPENDITURES.

Steward's disbursements,	\$69,177 84
Salaries and wages,	19,221 39
Refunded for over-payment,	26 69
Interest on loans,	374 00
Paid loans at Mechanics' Nat. Bank, . . .	25,828 26
Balance cash September 30, 1866, . . .	32 24
	<hr/>
	\$114,659 92

LIABILITIES.

Worcester Co. Institution for Savings, . .	\$12,365 00
Mechanics' Nat. Bank,	7,000 00
Alfred Wyman, note,	1,377 91
Sundry bills for supplies,	7,409 23
Amount due on pay-roll,	3,586 96
Superintendent's salary, in arrears, . . .	1,150 00
	<hr/>
	\$32,889 10

LUNATIC HOSPITAL AT WORCESTER.

RESOURCES.

from towns and individuals,	\$15,421 95	
from the Commonwealth, .	1,207 79	
	<hr/>	\$16,629 74
		<hr/>
		\$16,250 00

DANIEL W. BEMIS, *Treasurer*

WORCESTER, Oct. 1, 1866.

we have examined the above account with the vouchers, and find it correct.

WILLIAM WORKMAN,
HENRY CHAPIN,
Auditing Committee

WORCESTER, Oct. 15, 1866.

CLASSIFICATION OF EXPENSES.

<i>Provisions,—</i>		
Flour,	\$7,854 99	
Rice and crackers,	518 39	
Rye and corn meal,	464 87	
Fish,	887 21	
Salt meats,	4,950 93	
Fresh meats,	4,328 81	
Fresh fruits,	577 55	
Beans, potatos and vegetables,	1,438 54	
Butter,	5,334 85	
Cheese,	105 04	
Sugar,	1,951 19	
Molasses,	800 58	
Tea,	885 55	
Coffee,	886 43	
Small groceries,	906 10	
Vinegar and pickles,	242 48	
Ice,	210 02	
		\$31,823 03
<i>Clothing,—</i>		
Hats, caps, boots and shoes,	\$918 75	
Tailors' clothing,	1,515 55	
Materials,	2,300 08	
		4,734 38
<i>Furniture,—</i>		
House furnishing goods,	\$1,391 75	
Crockery and glassware,	459 16	
Bedding,	153 37	
Kitchen-ware and brooms,	400 00	
Pictures and frames,	208 86	
		2,613 14
<i>Fuel,—</i>		
Coal (two years' supply,)		14,008 03
<i>Light,—</i>		
Gas,	\$1,182 52	
Oil,	242 05	
		1,424 57
Medical supplies,		1,028 52
Undertaker's bills,		731 60
Books, stationery and printing,		946 17
Freights,		138 55

LUNATIC HOSPITAL AT WORCESTER.

Improvements and Repairs,—

blacksmithing,	\$304 77	
lime, plaster and cement,	886 87	
lumber,	682 10	
ironware and castings,	1,695 93	
gas and steam-pipe, &c.,	288 44	
paints, oils, and paper-hangings,	711 87	
carriages and repairs,	197 95	
harness and repairs,	159 27	
stone work,	728 40	
manure and fertilizers,	746 84	
tools and implements,	899 26	
undries,	74 92	
		<hr/>
live stock,		\$8,200
provender,		1,500
fuel,		

Miscellaneous,

horse and carriage hire,	\$102 20	
appraising property,	46 50	
travelling expenses,	58 58	
veterinary services,	73 00	
tobacco,	42 10	
operament expenses,	121 43	
undry expenses,	489 19	
		<hr/>
salaries and wages,		19,500
refunded for over-payment,		
interest paid on loans,		
aid loans at Mechanics' National Bank,		25,000
		<hr/>
		\$114,000

THIRD ANNUAL FINANCIAL STATEMENT,

Made to the Board of State Charities, October 1st, 1866.

I hereby certify that the following is a correct statement of the condition of this institution, and the business transacted here, for the year ending September 30, 1866.

I. ASSETS.

[By valuation of D. S. MESSINGER and E. G. PARTRIDGE, on the 1st day of October, 1866.]

Real Estate,—

Between eleven and twelve acres of land, known as the Hos- pital Grounds, lying between Summer, Mulberry, Fulton, and Central Streets, valued at	\$60,000 00
The hospital buildings on said tract,	250,000 00
Four acres of land, and the barns and sheds thereon,	25,000 00
Ten acres of land lying on Mulberry and north-side Central St.,	20,000 00
Eighty-four acres, more or less, comprising the farm,	16,800 00
	<hr/>
	\$371,800 00

Personal Estate,—

Neat stock, horses and swine,	\$5,000 00
Carriages, harnesses, farming tools and implements,	2,000 00
Hay, grain, root crops, and vegetables,	6,108 20
Fuel, provisions, clothing, and family stores,	7,948 80
Kitchen furniture and cooking utensils, &c.,	635 00
Repair shops, tools, and materials,	1,148 00
Furniture, pictures, crockery, silver and plated ware,	31,241 50
	<hr/>
	54,076 00

Funds and Investments,—

1st. A fund of \$1,500 given by Abigail Wheeler, and drawing interest at 6 per cent.,	1,500 00
2d. A fund of \$—— given by ——,	

Total assets,	<hr/>	\$427,876 00
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II. RECEIPTS.

Cash on hand at the beginning of the year,	\$1,040 40
Amount of cash received from the annual appropriation for 186	
Amount of cash from unexpended appropriations of 186 or former years,	

LUNATIC HOSPITAL AT WORCESTER.

Amount of cash from appropriations to meet a deficiency,
 Amount of cash from special appropriations,

Total cash received from appropriations, \$

Amount received from other sources, viz.:—

From farm and farm produce, \$3,8
 From labor,
 From towns and individuals, 57,5
 From loans, 32,5
 From Commonwealth, for support of paupers, 19,7

Total receipts, \$114,6

III.—EXPENDITURES.

[A.] Current Expenditures.

1st. Salaries and wages,—

NAMES.	Months.	Days.	Am.
ery, John D., and wife,	8	14	\$
ams, Nelson J., and wife,	8	22	
stin, Frederick H.,	—	7	
stin, Carrie,	2	20	
len, Rev. George,	5	—	2
mis, Merrick, }	12	—	1,0
mis, Caroline A., }			
ynnton, Persis,	10	—	1
con, Charles L., and wife,*	12	—	4
rtlett, Albert,	12	—	8
mis, Daniel W.,	12	—	8
ckford, William S.,	8	—	
ike, Addie,	7	—	
ss, Frederick J.,	11	13	2
own, Ellen,	2	7	
lton, Victoria,	8	24	
own, Lucy E.,	5	25	
ilds, E. P.,	9	12	2
rney, Mary E.,	8	14	
wing, Jennie M.,	11	18	
ickering, L. B.,	5	—	1
burn, Abbie F.,	8	2	
ok, Mary L.,	5	8	
mpbell, Sarah,	5	—	
stle, Nellie,	2	6	
rtis, Minnie,	11	—	
eney, George,	—	25	
aper, Joseph, and wife,	12	—	1,0
rling, Lucie,	5	23	
y, Marion,	2	—	

III.—EXPENDITURES—Continued.

NAMES.	Months.	Days.	Amount.
Day, Emily,	1	9	\$16 50
Demming, John H.,	5	29	148 29
Davis, Edward,	1	10	81 25
Drinkwater, Lottie V.,	2	2	21 92
Evans, M. A.,	12	—	188 00
French, Evander,	11	19	289 22
Fairbanks, Rosella,	1	8	16 50
Flagg, Sabrina,	11	26	186 05
Frost, Mary D.,	8	11	91 42
Frost, Emma,	1	16	18 06
Foster, W. H.,	2	—	50 00
Francis, Converse,	8	28	644 25
Follett, William,	11	9	339 64
Foster, Clara E.,	2	27	81 78
Fisher, Cornelia,	2	15	27 89
Foster, Ira,	3	13	85 69
Greene, Marshall,	12	—	870 00
Garfield, Charlotte A.,	2	—	22 00
Goldthwaite, A.,	1	27	46 53
Gunn, Jessie,	2	20	83 84
Gale, Frederick,	2	19	65 87
Holmes, James W., and wife,	6	2	227 50
Holden, Myrick,	11	27	296 64
Hapgood, Augustine,	11	19	218 09
Hapgood, Horace A.,	6	29	169 29
Howard, Irving M.,	8	16	211 42
Holmes, Susan E.,	6	—	79 00
Johnson, John,	12	—	900 00
Johnson, John, Jr.,	2	20	32 70
Jordon, George F.,	1	6	29 15
Kellogg, Emma,	2	24	30 89
King, George T.,	12	—	854 94
Keep, Endora,	8	16	73 07
Keep, William E.,	—	26	21 68
Kinsley, Frederick,	1	10	33 80
Lane, Frederick,	12	—	280 00
Mellen, Mary E.,	12	—	165 00
Maynard, Joseph G.,	11	6	281 24
Martin, Edgar M.,	—	26	23 83
Merrick, Charles V.,	11	18	298 89
Merriam, W. F.,	—	26	23 83
Mellen, J. F.,	—	21	16 12
Miles, Antoinette,	5	13	65 62
Morrison, Sarah R.,	4	7	46 48
Mullett, Henry S.,	3	2	76 94
Nourse, John F.,	10	24	271 60
Newton, Elizabeth,	2	—	22 00
Newhall, Albert,	1	9	32 22
Powers, James W.,	6	4	141 28
Prentiss, Juliette L.,	1	2	16 66
Powers, F. F.,	—	12	9 96

III.—EXPENDITURES—Concluded.

NAMES.	Months.	Days.	
Redhead, Fanny,	5	18	
Richardson, I. C.,	11	18	
Richardson, Fannie,	6	—	
Richardson, Edward E.,	12	—	
Ranger, Carrie F.,	5	18	
Roberts, Daniel W.,	1	3	
Raymond, Jennie M.,	—	18	
Sanderson, Alfred,	12	—	
Sherman, William,	12	—	
Scripter, Abbie E.,	10	17	
Sawyer, Mary R.,	8	23	
Sibley, Sidney,	4	24	
Sibley, George C.,	3	28	
Sanderson, J. M.,	6	—	
Smith, Carrie C.,	1	28	
Scott, Gilman, and wife,	—	18	
Stone, Josephine A.,	—	18	
Smith, George E.,	3	—	
Twichell, Daniel E.,	1	—	
Tidd, Alice F.,	10	22	
Taft, Jessie C.,	1	19	
Titcomb, Abner F.,	—	24	
Thurston, M. B.,	4	4	
Vinton, Clarissa F.,	12	—	
Williams, Pamela,	10	2	
Walker, Sophronia,	2	—	
Wood, Amos,	12	—	
Wood, Thomas,	12	—	
Wright, Jennie W.,	12	—	
Woodburn, Nettie,	12	—	
Wetherby, Alfred,	11	10	
West, Hattie L.,	8	3	
Wood, Horace,	4	26	
Wordie, Charles,	2	5	
Wetherby, Albert,	1	15	
Total,	—	—	\$1

Salaries and wages, \$1

Paid for labor,

Total for salaries, wages and labor, \$1

2d—Provisions and supplies, viz. :—

Meats of all kinds,	\$9,279 74
Fish of all kinds,	887 21
Fruit and vegetables,	2,016 09
Flour,	7,354 90
Grain and meal for table,	464 87

Grain and meal for stock,	\$1,751 66
Tea, coffee and chocolate,	1,751 98
Sugar and molasses,	2,751 77
Milk, butter and cheese,	5,489 89
Salt and other groceries,	1,148 58
All other provisions,	728 41

Total for provisions and supplies, \$33,574 69

3d—Clothing,	4,784 38
4th—Fuel and lights,	15,427 60
5th—Medicine and medical supplies,	1,028 52
6th—Furniture, Beds and Bedding,	2,618 14
7th—Transportation and travelling expenses,	195 13
8th—Ordinary repairs,	4,948 22
9th—Expenses of the trustees or inspectors,	5 66
10th—All other expenses,	5,271 60

Total current expenditures, \$87,020 33

[B.] *Extraordinary Expenditures.*

1st—Buildings and improvements,	\$1,128 40
Building two bank walls,	\$728 40
Finishing off reading room,	150 00
Alteration of kitchen,	250 00
2d—Extraordinary repairs,	250 00
Piggery,	\$250 00
3d—Miscellaneous expenses,	26,228 95
Paid note at Mechanics' National Bank,	\$25,828 26
Paid for interest on loans,	374 00
Refunded for over-payment,	26 69
Total extraordinary expenditures,	27,807 85
Total expenditures,	\$114,827 68

IV.—LIABILITIES.

Salaries unpaid,	\$1,786 95
Miscellaneous bills, as per vouchers, etc.,	7,409 23
Money borrowed and not repaid,	20,329 84
Interest due on loans or bills,	413 63
Total liabilities,	\$32,940 16

LUNATIC HOSPITAL AT WORCESTER.

V.—CASH ACCOUNT.

Dr.

To cash on hand, October 1, 1865,	\$114
since drawn from the State treasury at sundry times,	18
received from sale of produce,	3
received from sale of other articles,	3
received from loans,	83
received from all other sources,	57
Total,	\$114

Cr.

By cash paid for money borrowed,	\$25
for interest on bills,	18
for salaries, wages and labor,	38
for provisions and supplies,	15
for fuel and lights,	7
for clothing, furniture and bedding,	4
for repairs and improvements,	6
for all other ordinary expenses,	1
for extraordinary expenses,	1
on hand, September 30, 1866,	
Total,	\$114

VI.—SUMMARY OF THE ABOVE.

Total receipts,	\$114
Total expenditures,	114
Cash on hand,	
Total liabilities,	\$32
Total Resources, (including debts due the institution to the amount of \$0,000.00, and unexpended appropriations to the amount of \$0,000.00,)	16
Balance of liabilities, for or against the institution,	\$16

consider the current expenses of the institution for the year 1865-66 been ninety-one thousand four hundred and forty-five dollars and seven cents, as appears by the following statement:—

Dr.

To cash on hand, October 1, 1865,	\$114
since drawn from the State treasury,	18
received from all other sources,	98
Total,	\$114

CR.

By increased cash value of personal assets,	. . . . .	\$4,898 00
cash on hand, September 30, 1866,	32 24
paid for all current expenses,	87,020 88

Total,	\$91,445 57
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During the year my average number of inmates has been,	368
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Dividing the current expenses by the average number of inmates		
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gives an average annual cost of,	\$248 09
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And an average weekly cost of,	4 77
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(Signed,)

MERRICK BEMIS,

Superintendent of Worcester Lunatic Hospital.

We have examined the above statement and believe it to be correct.

WILLIAM WORKMAN,

HENRY CHAPIN,

Trustees.

OFFICERS OF THE HOSPITAL.

TRUSTEES.

WILLIAM WORKMAN, M. D.,	.	.	.	Worcester.
HON. SAMUEL E. SEWALL, .	.	.	.	Boston.
HON. EDWIN F. JENKS,	.	.	.	Adams.
ROBERT W. HOOPER, M. D.,	.	.	.	Boston.
HON. HENRY CHAPIN, .	.	.	.	Worcester.

RESIDENT OFFICERS.

MERRICK BEMIS, M. D.,	.	.	.	.	<i>Superintendent.</i>
JOSEPH DRAPER, M. D.,	.	.	.	.	<i>Assistant-Physician.</i>
CAROLINE A. BEMIS,	.	.	.	.	<i>Matron.</i>
DANIEL W. BEMIS,	.	.	.	.	<i>Steward.</i>

TREASURER.

DANIEL W. BEMIS, **Worcester.**
Office at the Hospital.

SALARIED OFFICERS OF THE HOSPITAL.

[illegible]

SUPERINTENDENT'S REPORT.

To the Trustees of the Worcester Lunatic Hospital.

GENTLEMEN :—In obedience to the laws of the Commonwealth, I submit to you the Thirty-Fourth Annual Report of the Worcester Lunatic Hospital for the year ending September 30th, 1866.

For the operations of the year in detail you are respectfully referred to the following tables, and such brief explanations and remarks as accompany them.

TABLE No. 1.
Showing the general results during the Year.

	Males.	Females.	Total.
Patients in the Hospital Oct. 1, 1865, . . .	169	172	341
admitted during the year . . .	168	126	289
Whole number under treatment, . . .	332	298	630
Discharged recovered, . . .	42	47	89
improved, . . .	58	37	95
not improved, . . .	15	10	25
Died, . . .	27	13	40
Whole number discharged during the year, . .	142	107	249
remaining September 30, 1866, . . .	190	191	381

Thus it will be seen that the number of patients in the hospital at the beginning of the year was three hundred and forty-one, of whom one hundred and sixty-nine were males and one hundred and seventy-two were females.

The number admitted during the year was two hundred and eighty-nine, of whom one hundred and sixty-three were males and one hundred and twenty-six were females.

The whole number under treatment during the year was three hundred and thirty, of whom three hundred and thirty were males and two hundred and ninety-eight were females.

The whole number discharged during the year was two hundred and forty-nine, of whom one hundred and forty-two were males and one hundred and seven were females.

The whole number remaining in the hospital is three hundred and eighty-one, of whom one hundred and ninety-one are males and one hundred and ninety-one are females.

Of the two hundred and forty-nine patients discharged, eighty-nine were discharged as recovered, and have returned to their homes and friends, and have resumed the ordinary duties and activities of life; and ninety-five were discharged as improved. Many of this class have returned to their occupations, and some of them are filling places of responsibility and trust, and are performing their duties in a manner satisfactory to their friends and employers. Others, who have not recovered, have become so tranquil and are so much improved in health of body and mind as to cause their relatives and friends but little anxiety, and to require from them but a small amount of care and direction.

The recoveries were in the ratio of thirty per cent. to the whole number admitted; or a fraction more than twenty per cent. to the average number under treatment; or forty per cent. to the whole number in the hospital during the year; or forty per cent. to the whole number discharged, deducting the number of those who died. The recoveries were also in the ratio of sixty-three per cent. to the number of those whose insanity had existed less than one year, and twenty per cent. to the number of those who had been insane more than one year previous to admission to the hospital.

You will readily see that the percentage of recoveries is somewhat less than the average of preceding years, and is due in part to the fact that a larger proportion of admissions than usual took place toward the end of the year; and in part, as cases are of course still under treatment; and in part, as the fact that a large number of the admissions in the early part of the year were chronic cases.

The ratio of deaths to the whole number under treatment was six per cent., and ten per cent. the average number of recoveries.

In looking over the records of the hospital, we find that seven thousand six hundred and fourteen patients—three thousand seven hundred and eighty-three males, and three thousand eight hundred and thirty-one females—have been admitted into the hospital since it was opened in January, 1883. Of this number three thousand five hundred and sixty-seven have recovered, giving a ratio of nearly fifty per cent., after deducting the number of those who still remain under treatment.

One thousand four hundred and nineteen patients have been discharged improved in health of body and mind, very many of whom have passed a long period of time in great comfort, and are, and have been, useful members of the communities in which they live. The number of those discharged as improved, added to the number of recoveries, makes the number of those who have received benefit by a residence in this hospital four thousand nine hundred and eighty-six.

Thus much the hospital has been the means, in some measure at least, of accomplishing. It has certainly been instrumental in sending back to the world in health and happiness three thousand five hundred and sixty-seven individuals.

It has been the means of giving a tolerable degree of health and comfort to one thousand four hundred and nineteen patients who did not fully recover within its walls, but many of whom were restored to such a measure of health as to enable them to return to their accustomed occupation, and to take charge of their families. And besides all this, it constantly affords security, peace and comfort to a large and troubled household. The hospital has taken from families and friends, from poor-houses and prisons, from the streets and by-ways, the sick and sorrowing, the violent and dangerous, the suicidal and homicidal, and has given back to society, in full possession of mental and physical health, more than fifty per cent. of all it received. It has also relieved and sent back in comparative comfort, though not cured, eighteen per cent. more of the whole number committed to its care.

All this, and more, has been accomplished by the hospital, at the small cost of not more than one hundred and seventy-five thousand dollars to the State for buildings, fixtures and land, and to the patients and the Commonwealth not more than an average of one-half year's support to each individual so returned.

In view of these facts you should enjoy a reasonable degree of satisfaction in the success of your institution, and be encouraged to press upon the legislature such measures as you deem necessary for its future usefulness and welfare.

TABLE No. 2.

Showing the Admissions and state of the Hospital from October, to September 30, 1866.

Patients in the Hospital October 1, 1865,					
Males,	160	Females,			17
Patients admitted in the course of the year,					
Males,	163	Females,			12
Patients remaining in the Hospital September 30, 1866,					
Males,	190	Females,			19
Of the admissions there were cases of one year or less duration,					
Males,	110	Females,			9
Of the admissions, there were cases of more than one year's duration,					
Males,	46	Females,			3
Of the admissions, there were cases the duration of whose insanity could not be ascertained,					
Males,	7	Females,			
Patients committed by Courts,					
Males,	101	Females,			9
Patients committed by Overseers of the Poor,					
Males,	10	Females,			1
Patients on bonds,					
Males,	45	Females,			2
Patients committed by Governor's Warrant,					
Males,	0	Females,			
Patients committed by the Board of State Charities,					
Males,	7	Females,			
Patients committed by Commissioners of Lunacy,					
Males,	0	Females,			
Foreigners and those having no settlement in the State, committed in course of the year,					
Males,	63	Females,			0
Foreigners and those having no settlement in the State, discharged in course of the year,					
Males,	45	Females,			4
Foreigners and those having no settlement in the State, remaining in the Hospital, September 30, 1866,					
Males,	54	Females,			7

State Paupers remaining in the Hospital at the close of each year, as nearly as can be ascertained.

1842, . . . 34	1851, . . . 201	1860, . . . 130
1843, . . . 38	1852, . . . 241	1861, . . . 156
1844, . . . 38	1853, . . . 216	1862, . . . 189
1845, . . . 57	1854, . . . 151	1863, . . . 175
1846, . . . 52	1855, . . . 115	1864, . . . 116
1847, . . . 121	1856, . . . 155	1865, . . . 91
1848, . . . 150	1857, . . . 119	1866, . . . 129
1849, . . . 167	1858, . . . 121	
1850, . . . 181	1859, . . . 124	

The foregoing illustrates the manner of commitment to the hospital, the duration of insanity previous to commitment, and to some extent the status of patients while in the hospital. It appears that there were admitted sixty-seven patients on private bonds, and twenty on bonds from towns; these bonds always being accompanied by certificates from two physicians that the persons for whom applications were made were insane.

One hundred and ninety-three were committed by the probate court, and eight by the board of state charities. A few of those committed by the probate court are persons of property, and are charged at the same rate as private patients. And many of the town patients are committed by the court, the authorities of the towns preferring this method to giving their bonds.

A reference to the table shows also that you have discharged eighty-seven persons who had no settlement in the Commonwealth, and that one hundred and twenty-nine still remain who are supported by the charity of the State, nearly all of whom are of foreign birth.

The greatest number of patients under treatment at any one time during the year was three hundred and ninety-three. The greatest number of private patients one hundred and twenty, of town patients one hundred and fifty-three, and of State patients one hundred and thirty-five.

The weekly average number of inmates was three hundred sixty-eight and six-tenths. The weekly average of private

patients was one hundred and twelve and four-tenths; of t
patients one hundred and forty-three and eight-tenths; an
State patients it was one hundred and twelve and four-tent

The board of state charities have removed to other ins
lons and to their homes twenty-eight State patients in
course of the year. This number were all recommended
ou for discharge previous to their removal, and it is belie
hat none have been discharged whose mental and phys
ondition did not make such a measure advisable.

No very feeble person has been removed, and no unusu
iolent, filthy or destructive patient has been discharged.
ll cases where State patients have been removed to other in
utions, or to their homes or friends previous to recovery, t
ave not only been carefully observed by yourselves, but h
een visited by the agent of the board of state charities
their cases fully investigated before any steps have been ta
o procure their discharge; and when relatives or friends h
een known their wishes have always been consulted.

Ten State patients have died in the course of the year.

Less than the usual number of patients have been remo
o the State almshouses during the year, and but few h
een discharged except to the care of relatives and friends.

For a few, situations have been procured where they co
abor and receive wages. Others have been permitted to
ach work in the neighborhood as they could find to do,
ave received all the profits. Two men have earned and
ected more than one hundred dollars each during the ye
everal others have earned smaller sums, varying from twe
o fifty dollars each. Two have secured patents on inventi
f their own, models of which were made here by the patie

Three patients eloped in the course of the year, each
hom had on previous occasions escaped from the hospital.
istory of their several escapes would form an interesting r
ative to all not conversant with hospital life and experien
hey all returned to their friends.

TABLE No. 3,
Showing the Number Admitted, Restored, Improved, Died, &c., in each
Month in the Year.

MONTHS.	ADMITTED.			REMOVED.											REMAINING.		
	Males.	Females.	Totals.	Restored.	Improved.	Not improved.	Died.	Totals.			Males.	Females.	Totals.				
				M.	F.	M.	F.	M.	F.	M.				F.	T.		
October, . .	12	7	19	4	1	4	1	-	3	-	11	2	13	170	177	347	
November, . .	18	12	30	3	7	6	6	-	1	2	3	11	17	28	177	172	349
December, . .	10	15	25	5	4	6	1	-	1	3	2	14	8	22	173	179	352
January, . .	13	10	23	2	1	4	-	1	1	-	-	7	2	9	179	187	366
February, . .	17	6	23	3	8	-	1	1	2	1	-	5	11	16	191	182	373
March, . .	11	4	15	-	3	9	5	2	1	1	-	12	9	21	190	177	367
April, . .	13	5	18	4	4	3	3	4	1	3	-	14	8	22	189	174	363
May, . .	15	10	25	5	4	2	6	2	-	3	-	12	10	22	192	174	366
June, . .	19	15	34	1	5	3	4	2	-	2	1	8	10	18	203	179	382
July, . .	8	21	29	3	1	3	2	1	1	5	4	12	8	20	199	192	391
August, . .	9	13	22	3	6	10	3	1	2	1	2	20	13	33	188	192	380
September, . .	18	8	26	4	3	8	5	1	-	3	1	16	9	25	190	191	381
Totals, .	163	126	289	42	47	58	37	15	10	27	13	142	107	249	-	-	-

TABLE No. 4,
Showing the form of Disease in those Admitted and Discharged during
the year.

FORM OF DISEASE.	ADMITTED.			DISCHARGED.		
	Males.	Females.	Totals.	Males.	Females.	Totals.
Mania,	93	87	180	62	66	128
“ Chronic,	14	12	26	26	17	43
“ with Epilepsy,	8	4	12	6	2	8
“ with general Paralysis,	5	1	6	6	1	7
Melancholia,	16	7	23	12	7	19
Dementia,	15	10	25	17	11	28
“ Senile,	7	2	9	9	1	10
“ with Epilepsy,	4	1	5	8	-	8
“ with general Paralysis,	1	-	1	1	-	1
Monomania of Fear,	-	1	1	-	1	1
“ of Pride,	-	-	-	-	-	-
“ of Suspicion,	-	1	1	-	1	1
Totals,	163	126	289	142	107	249

TABLE No. 5.

Supposed Causes of Insanity of Patients admitted into the Hospital from January 18, 1838, to September 30, 1865.

CAUSES.	1866.		PREVIOUS YEARS.	
	Males.	Females.	Males.	Females.
Apoplexy,	-	-	1	-
Asthma,	-	-	1	-
Bronchitis,	-	-	-	-
Bowels, Disease of,	-	-	1	-
Cancer,	-	-	-	-
Chorea,	-	-	-	-
Constipation,	-	-	-	-
Convulsions,	-	-	10	-
Dysentery,	-	-	1	-
Dyspepsia,	1	1	2	-
Epilepsy,	10	6	167	-
Eruptive Diseases,	-	-	8	-
Eyes, Disease of,	-	-	2	-
Eyes, Loss of,	-	-	1	-
Erysipelas,	-	-	-	-
Fevers,	2	4	49	-
Hysteria,	-	-	-	-
Hemorrhoids,	-	-	1	-
Ill Health,	82	42	100	-
Influenza,	-	-	1	-
Insolation,	8	-	16	-
Idiocy,	8	1	15	-
Laryngitis,	-	-	-	-
Measles,	-	-	1	-
Nervous Irritation,	-	-	-	-
Nymphomania,	-	-	-	-
Old Age,	0	0	28	-
Otitis,	-	-	-	-
Paralysis,	11	1	66	-
Pneumonia,	-	-	-	-
Rheumatism,	-	-	5	-
Scrofula,	1	-	1	-
Sea-sickness,	-	-	1	-
Somnambulism,	-	-	-	-
Suppressed Eruptions,	-	-	4	-
Suppressed Ulcer,	-	-	1	-
Satyriasis,	-	-	1	-
Tic Douloureux,	-	-	-	-
Tumor,	-	-	-	-
Whooping Cough,	-	-	1	-
Amenorrhœa,	-	-	-	-
Lactation, Excessive,	-	-	-	-
Menorrhagia,	-	1	-	-
Menorrhagia, Suppressed,	-	-	-	-
Miscarriage,	-	-	-	-
Pregnancy,	-	1	-	-
Puerperal,	-	9	-	-
Turn of Life,	-	5	-	-

TABLE No. 5—Concluded.

CAUSES.	1866.		PREVIOUSLY.	
	Males.	Females.	Males.	Females.
Amputation of Leg,	—	—	1	—
Bathing in Cold Water,	1	—	1	—
Drinking Cold Water,	—	—	1	—
Exposure to Cold,	—	—	11	13
Injuries by Falling, &c.,	—	—	20	6
Injury of Head,	5	—	55	13
Injury of Spine,	—	—	5	7
Lead, Poison of,	—	—	5	—
Lightning, Stroke of,	—	—	—	1
Labor, Excessive,	2	2	42	58
Loss of Sleep,	—	—	—	8
Study, Excessive,	3	1	26	11
Spiritualism,	—	—	20	24
Criminal Trial,	—	—	—	1
False Accusation,	—	—	—	1
Imprisonment,	—	—	4	—
Death of Relatives,	2	4	28	82
Domestic Trouble,	8	6	111	337
Marriage, Unhappy,	—	—	2	5
Disappointment in Love,	2	2	64	98
Disappointed Ambition,	—	—	9	9
Home Sickness,	—	—	6	18
Fright,	—	—	21	24
Seduction,	—	—	—	3
Millerism,	—	—	9	6
Political Excitement,	1	—	9	1
Religious Excitement,	—	—	156	177
Pecuniary Trouble,	2	—	142	87
Poverty,	—	—	1	1
Poverty, Fear of,	1	—	81	8
Prosecution,	—	—	1	—
Giving up Business,	—	—	2	—
Change of Business,	—	—	8	—
Violent Temper,	—	—	2	13
Jealousy,	—	1	18	27
Intemperance,	25	12	588	72
Opium, Use of,	—	—	3	9
Tobacco, Use of,	—	—	2	7
Masturbation,	14	6	369	60
Venery, Excess of,	—	—	1	—
Unknown,	35	21	1,083	1,112
Totals,	163	126	3,620	8,705

Of the above there were—

Hereditary cases,	28	15	577	794
Periodical cases,	24	19	599	635
Hereditary and Periodical cases,	8	3	382	414
Suicidal cases,	13	16	101	246
Homicidal cases,	10	8	149	46
Suicidal and Homicidal cases,	1	—	48	28

LUNATIC HOSPITAL AT WORCESTER.

TABLE No. 6,

showing the Ages of Patients Admitted, Discharged Recovered, Recovered and Died during the Year.

AGES.	ADMITTED.		DISCHARGED RECOVERED.		DISCHARGED NOT RECOVERED.		DIED.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
less than 15, .	1	-	-	-	1	-	-	-
from 15 to 20,	8	9	-	2	4	3	-	-
20 to 30,	38	27	10	11	10	9	4	-
30 to 40,	44	35	13	10	17	10	5	-
40 to 50,	82	26	8	9	11	10	4	-
50 to 60,	20	16	6	11	13	7	4	-
60 to 70,	11	6	3	4	12	6	6	-
70 to 80,	7	5	1	-	2	2	4	-
80 to 90,	2	1	1	-	1	-	-	-
unknown, . .	-	1	-	-	-	-	-	-
Totals, . .	163.	126	42	47	73	57	27	-

TABLE No. 7,

showing the Ages of Patients Admitted, Discharged Recovered, Recovered and Died, from January 18, 1883, to September 30, 1883.

AGES.	ADMITTED.		DISCHARGED RECOVERED.		DISCHARGED NOT RECOVERED.		DIED.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
less than 15, .	11	25	5	11	10	12	1	-
from 15 to 20,	221	225	128	136	55	60	15	-
20 to 30,	967	887	481	480	348	300	51	-
30 to 40,	886	870	439	478	383	300	57	-
40 to 50,	765	804	301	360	276	266	102	-
50 to 60,	401	450	171	208	148	141	71	-
60 to 70,	244	211	87	98	89	68	50	-
70 to 80,	92	68	22	26	30	19	30	-
80 to 90,	12	11	4	2	3	1	5	-
unknown, . .	1	-	-	-	-	-	-	-
Totals, . .	3,620	3,705	1,663	1,805	1,350	1,288	488	-

TABLE No. 8,

*Showing the Duration of Insanity before Admission of Patients Admitted,
Discharged Recovered, not Recovered, and Died during the year.*

DURATION OF INSANITY.	Admitted.		Discharged Recovered.		Disch'd not Recovered.		Died.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
Insane 1 year or less, . . .	110	93	37	40	19	8	14	9
More than 1 year, and less than 2 years,	12	4	2	3	36	12	8	1
More than 2 years and less than 5 years,	19	15	1	4	7	11	3	3
More than 5 years, and less than 10 years,	9	7	2	-	6	9	2	-
More than 10 years, and less than 15 years,	5	4	-	-	2	5	-	-
More than 15 years and less than 20 years,	1	-	-	-	3	2	-	-
More than 20 years and less than 25 years,	-	-	-	-	-	-	-	-
More than 25 years and less than 30 years,	1	-	-	-	-	-	-	-
Thirty years or more, . . .	-	-	-	-	-	-	-	-
Unknown,	6	8	-	-	-	-	-	-
Totals,	163	126	42	47	73	47	27	13

TABLE No. 9,

Showing the Duration of Insanity before Admission of Patients Admitted, Discharged Recovered, not Recovered, and Died, from January 1, 1838, to September 30, 1865.

DURATION OF INSANITY.	Admitted.		Discharged Recovered.		Discharged not Recovered.		Males.
	Males.	Females.	Males.	Females.	Males.	Females.	
Insane one year or less, .	2,277	2,505	1,273	1,405	622	597	21
More than one year, and less than 2 years, .	134	118	170	152	74	74	2
More than 2 years, and less than 5 years, .	514	492	115	128	198	174	8
More than 5 years, and less than 10 years, .	285	202	45	56	207	193	3
More than 10 years, and less than 15 years, .	149	167	15	22	108	98	1
More than 15 years, and less than 20 years, .	70	44	9	9	41	63	1
More than 20 years, and less than 25 years, .	50	42	7	6	32	35	
More than 25 years, and less than 30 years, .	18	10	5	1	10	10	
Thirty years or more, .	32	29	2	5	10	13	
Unknown,	91	15	24	21	45	31	
Totals,	3,620	3,704	1,663	1,805	1,850	1,288	11

TABLE No. 10,
*Showing the Civil Condition of Patients Admitted, Discharged Recovered
 not Recovered, and Died during the year.*

CIVIL CONDITION.	ADMITTED.		DISCHARGED RE- COVERED.		DISCHARGED NOT RECOVERED.		DIED.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
Unmarried, .	82	52	19	15	48	21	9	4
Married, .	68	49	19	25	26	21	18	7
Widowers, .	18	—	4	—	4	—	5	—
Widows, .	—	24	—	7	—	5	—	2
Unknown, .	—	1	—	—	—	—	—	—
Totals, .	168	126	42	47	78	47	27	18

TABLE No. 11,
*Showing the Civil Condition of Patients Admitted, Discharged Recovered,
 not Recovered, and Died, from January 18, 1833, to September 30,
 1866.*

CIVIL CONDITION.	ADMITTED.		DISCHARGED RE- COVERED.		DISCHARGED NOT RECOVERED.		DIED.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
Unmarried, .	1,909	1,582	821	719	815	681	172	187
Married, .	1,529	1,673	776	874	475	466	212	171
Widowers, .	159	—	63	—	48	—	48	—
Widows, .	—	480	—	209	—	127	—	80
Unknown, .	23	20	8	3	12	14	6	2
Totals, .	3,620	3,705	1,663	1,805	1,350	1,288	438	440

TABLE No. 12,

*Showing the Occupation of Patients admitted to the Hospital
January 18, 1838, to September 30, 1866.*

OCCUPATION OF MALES.	1866.	Previous
Auctioneers,	-	
Armors,	-	
Authors,	-	
Blacksmiths and Iron-workers,	5	6
Bakers,	1	1
Butchers,	-	
Book-agents,	-	
Book-binders,	-	
Broom-makers,	-	
Book-keepers,	1	
Brittania-workers,	-	
Brick-makers,	-	
Bellows-makers,	-	
Barbers,	2	1
Clergymen,	1	2
Carvers,	1	
Carpenters,	7	11
Coppersmiths,	-	
Coopers,	-	2
Cabinet-makers,	1	1
Clothiers,	-	1
Comb-makers,	-	
Confectioners,	-	
Card-makers,	-	
Chair-makers,	-	
Cigar-makers,	1	
Clerks,	11	9
Carpet-weavers,	-	
Caulkers,	-	
Camphene-distillers,	-	
Dyers,	-	
Druggists,	-	
Drovers,	-	
Daguerreotypists,	-	
Engineers,	-	
Engravers,	-	
Editors,	-	
Expressmen,	-	1
Farmers,	28	72
Fishermen,	-	8
Gardeners,	-	
Glass-blowers,	-	
Hotel-keepers,	1	1
Hatters,	1	
Harness-makers,	-	1
Hackmen and Teamsters,	2	3
Jewellers,	3	1
Lawyers,	3	1

TABLE No. 12—Continued.

OCCUPATION OF MALES.	1866.	Previously.
Laborers,	83	817
Manufacturers,	—	81
Millers,	—	6
Merchants,	6	149
Masons,	2	80
Miners,	—	4
Miniature-painter,	—	1
Mat-makers,	—	3
Musicians,	—	7
Machinists,	6	43
Moulders,	—	7
Operatives in Mills,	—	82
Palm leaf splitter,	—	1
Painters,	1	46
Printers,	2	82
Physicians,	4	20
Paper-makers,	—	7
Peddlers,	2	13
Potter,	—	1
Pump and Block-makers,	—	4
Pattern-makers,	—	4
Plumbers,	—	5
Police Officers,	—	8
Rope-makers,	1	10
Restaurators,	—	8
Shoemakers and Bootmakers,	14	286
Sail-makers,	—	9
Soap-makers,	—	8
Sash and Blind-makers,	—	8
Sea-captains,	—	16
Sailors,	2	158
Students,	2	56
Ship-carpenters,	1	8
Shop-keepers,	2	8
Stone-cutters,	1	9
Soldiers,	3	22
Sexton,	—	1
Stevedore,	—	1
Surveyors,	—	2
School-boys,	2	27
Tailors,	1	26
Teachers,	5	33
Tobacconists,	—	3
Tinners,	1	7
Tanners,	4	19
Umbrella-makers,	—	2
Wheelwrights,	—	18
No occupation,	4	282
Totals,	163	3,620

TABLE No. 12—Concluded.

OCCUPATION OF FEMALES.	1866.	Previous
Actresses,	—	
Cooks,	—	
Engraver,	—	
Housekeepers,	69	1,0
Housemaids,	21	8
Laundresses,	2	
Music Teachers,	—	
Midwives,	—	
Nurses,	—	
Operatives in Mills,	14	1
Seamstresses,	18	2
School-girls,	5	
Teachers,	1	
Type-setters,	—	
No occupation,	1	2
Totals,	126	8,7

TABLE No. 13.

*Diseases which have proved fatal, from January 18, 1833, to Sep-
30, 1866.*

DISEASES.	1866.		Previous	
	Males.	Females.	Males.	Females.
Apoplexia,	1	1	15	
Asphyxia,	—	—	2	
Asthma,	—	—	4	
Ascites,	—	—	5	
Autochiria,	1	—	15	
Bronchitis,	—	—	2	
Carcinoma,	—	—	2	
Cardionosus,	2	1	9	
Cholera,	—	—	5	
Cholera Morbus,	—	—	2	
Cystitis,	—	—	1	
Dysentery,	—	—	12	
Delirium Tremens,	—	—	4	
Enteritis,	—	—	6	
Epilepsia,	1	1	70	
Erysipelas,	—	—	9	
Hepatitis,	—	—	—	
Hydrothorax,	—	—	1	
Hernia,	—	—	1	
Inanition,	2	2	34	

TABLE No. 13—Concluded.

DISEASES.	1866.		Previously.	
	Males.	Females.	Males.	Females.
Mania, Exhaustive,	3	3	10	11
Marasmus,	3	1	65	67
Meningitis,	—	—	9	14
Mortification,	—	—	—	1
Necropneumonia,	—	—	1	2
Paralysis,	7	1	43	19
Phthisis Pulmonalis,	4	2	56	119
Pleuritis,	—	—	—	2
Pneumonia,	—	—	15	9
Senectus,	2	—	24	19
Typho-Mania,	1	1	7	10
Typhoid Fever,	—	—	8	6
Variola,	—	—	1	—
Totals,	27	13	438	440

TABLE No. 14,

Showing the Admissions from each County, from January 18, 1833, to September 30, 1866.

COUNTIES.	1866.			Previously.	Whole No.
	Males.	Females.	Totals.		
Barnstable,	—	—	—	128	128
Berkshire,	—	—	—	189	189
Bristol,	—	—	—	294	294
Dukes,	—	—	—	19	19
Essex,	20	28	48	1,056	1,104
Franklin,	—	—	—	126	126
Hampden,	3	1	4	168	172
Hampshire,	—	—	—	225	225
Middlesex,	53	38	91	1,196	1,287
Nantucket,	—	—	—	82	82
Norfolk,	7	5	12	618	630
Plymouth,	1	—	1	235	236
Suffolk,	10	7	17	714	731
Worcester,	66	46	112	2,087	2,209
Other States,	3	1	4	38	42
Totals,	163	126	289	7,225	7,514

TABLE NO. 15,

Showing the Whole Number of Patients during the last year, the Number, the number at the end of each year, the Expense of each year, the Annual Expense for each Patient, and the Expense of each week for each of the Thirty-three Years the Hospital has been in operation.

YEAR.	Whole Number.	Average Number.	No. at end of each Year.	Current expenses of each Year.	Annual Expense for each Patient.	Exp. W. each
1833, .	153	107	114	\$12,272 91	\$114 67	
1834, .	238	117	118	15,840 97	135 88	
1835, .	241	120	119	16,576 44	137 80	
1836, .	245	127	138	21,395 28	168 44	
1837, .	306	163	138	26,027 07	159 64	
1838, .	362	211	218	28,739 40	136 20	
1839, .	397	223	229	29,474 41	132 16	
1840, .	391	229	236	27,844 98	121 59	
1841, .	399	233	238	28,847 62	123 81	
1842, .	430	238	238	29,546 87	111 12	
1843, .	458	244	255	27,914 12	114 40	
1844, .	491	261	255	29,278 75	112 17	
1845, .	656	316	360	43,888 65	133 88	
1846, .	637	359	367	39,870 37	111 06	
1847, .	607	377	364	39,444 47	104 62	
1848, .	655	404	360	42,860 05	106 09	
1849, .	682	420	429	40,870 86	97 81	
1850, .	670	440	441	46,776 13	106 40	
1851, .	704	462	439	52,485 83	112 61	
1852, .	775	515	532	43,878 35	85 20	
1853, .	620	507	520	53,606 66	108 14	
1854, .	819	430	381	53,221 52	123 77	
1855, .	580	540	336	54,895 88	157 29	
1856, .	577	357	376	45,631 37	128 64	
1857, .	647	387	372	49,004 75	124 04	
1858, .	679	372	301	39,267 26	102 86	
1859, .	501	309	317	46,368 33	156 51	
1860, .	532	324	331	47,757 01	147 39	
1861, .	538	339	379	54,748 53	148 87	
1862, .	600	401	396	53,043 88	132 18	
1863, .	611	398	399	66,082 36	166 03	
1864, .	625	366	344	66,612 00	182 00	
1865, .	565	360	343	73,772 41	211 37	
1866, .	630	365	381	88,398 73	239 28	

The cost of support during the last year, as will be seen from the table, has been very great, but in reality not increased much over that of the year preceding. Several of the former years' expenses were paid during the year now closed; thus making the cost appear apparently greater than it really was. There was no essential difference between the years 1865 and 1866 in cost of support.

There is also an apparent discrepancy between the statement in the table and that in the financial statement made to the board of state charities: the latter appearing considerably greater by adding to the expenses the increased amount of assets.

It has been supposed that the debt, for the removal of which you asked legislative assistance last year, accrued from the increased cost of supplies, and that a judicious rise in the price of board would have prevented the evil.

The legislature establishes the price for a large class of our patients, and indirectly governs the price of another large class; and it was thought unwise and unjust to make the remaining class support themselves and assist largely in the support of the others.

But the debt was not created in this manner.

During the last ten or twelve years, more than sixty thousand dollars have been expended in permanent improvements, which the hospital has paid for, and which should properly be charged to construction. While this work was going on, our income was diminished by an Act of the legislature reducing the price paid for board of State paupers, and also by making the hospital pay the salaries of its officers. And it was again diminished before the completion of the work by the breaking out of the rebellion. The following statement will illustrate our relation to the Worcester banks by showing the amount due from the hospital at the end of each year. If, however, any note was lying overdue at the end of the year, it cannot be shown; and thus, in one or two years, the statement may not be exact. It is within the truth.

Nov. 30, 1856.	Due Worcester Bank,	.	.	\$9,882 88
1857.	Due do. do.	.	.	8,955 46
1857.	Due Mechanics' Bank,	.	.	9,553 25
1858.	Due do. do.	.	.	2,000 00
1859.	Due do. do.	.	.	-
Sept. 30, 1860.	Due do. do.	.	.	19,920 74
1861.	Due do. do.	.	.	19,472 79
1862.	Due do. do.	.	.	12,153 79
1863.	Due do. do.	.	.	12,727 62
1864.	Due do. do.	.	.	12,004 48
1865.	Due do. do.	.	.	19,922 17

The following table of prices of the more important articles of consumption for the last six years, will show whether it is likely to do more the coming year than to furnish supplies, and keep the buildings in good repair : —

ARTICLES.	PRICES.				
	1861.	1862.	1863.	1864.	1865.
Sugar,	\$0 08½	\$0 11	\$0 14½	\$0 24½	\$0 20
Molasses,	28	46	55	1 00	85
Tea,	42	55	75	1 15	1 12
Coffee,	16	26	32	45	40
Butter,	15	28	28	55	57
Rice,	7½	8	8½	14	12
Codfish,	8	4½	6½	7½	■
Beef,	6½	7	8	15	18
Flour, of the quality used at this Hospital, . . .	6½	7	8½	15	11
Standard Prints for Dress Goods,	9	13	25	37	35
Cottons, 36 inches wide, .	9½	21	35	50	40
Cottons, 45 inches wide, .	12½	28	50	75	70
Blankets,	2 75	3 50	6 50	9 00	9 50
Coal,	6 50	6 75	10 50	16 50	15 00

TABLE No. 16,
Showing the Statistics of the Hospital from January 18, 1833, to September 30, 1866.

	1833.	1834.	1835.	1836.	1837.	1838.	1839.	1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.
Whole number admitted, . . .	153	119	113	125	168	177	179	162	163	198	220	236	293	277	240	261	273	241
Whole number discharged, . . .	39	115	112	106	121	144	168	155	167	191	203	228	196	270	213	245	233	229
Discharged recovered, . . .	25	64	52	68	69	76	80	82	82	88	116	124	122	154	103	136	138	125
Discharged improved, . . .	7	22	28	17	28	24	29	29	36	25	32	40	25	31	23	32	26	15
Discharged not improved, . . .	2	20	28	22	20	28	37	29	37	66	33	49	25	47	57	48	52	32
Died, . . .	4	8	8	8	9	16	22	15	12	12	22	15	24	88	30	30	37	57
Eloped, . . .	1	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Whole number in hospital during year, . . .	153	233	241	245	306	362	397	391	399	480	458	491	556	637	607	655	682	670
Number remaining at end of each year, . . .	114	116	109	138	185	218	229	236	332	238	255	263	360	367	394	409	429	441
Males admitted, . . .	96	69	51	65	94	96	80	75	73	107	111	109	164	138	105	128	134	129
Females admitted, . . .	57	50	62	60	74	81	99	87	90	91	109	127	129	139	135	133	139	112
Males discharged, . . .	19	53	57	56	65	74	66	59	71	96	92	103	85	108	98	105	112	91
Females discharged, . . .	15	48	46	41	47	54	80	81	84	83	89	105	87	124	85	111	104	81
Males died, . . .	3	5	4	6	6	10	14	9	7	8	8	9	15	20	18	15	19	29
Females died, . . .	1	3	4	2	3	6	8	6	5	9	14	6	9	18	12	15	18	28
Sent in by courts, . . .	109	55	90	117	129	123	123	106	110	157	152	158	167	148	135	166	206	104
Sent in by friends and overseers, . . .	44	64	23	8	39	54	56	56	53	41	68	78	126	134	105	95	07	47
Sent in by governor's warrant, . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Males recovered, . . .	13	33	27	32	37	45	32	28	37	44	53	56	64	72	48	67	70	60
Females recovered, . . .	12	31	25	26	32	31	48	54	45	44	63	63	53	82	55	69	68	65
Average number in hospital, . . .	107	117	120	127	163	211	223	329	233	238	244	261	316	309	377	401	430	440

TABLE No. 16—Concluded.

	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	Totals.
Whole number admitted, .	238	309	286	299	199	241	271	307	200	215	251	221	215	226	221	289	7,614
Whole number discharged, .	238	243	300	438	244	201	275	376	184	201	204	204	212	281	224	249	7,233
Discharged recovered, .	111	103	145	122	109	97	150	127	89	129	131	124	104	180	105	89	3,557
Discharged improved, .	88	84	86	58	26	46	75	174	52	35	35	39	65	102	58	95	1,419
Discharged not improved, .	50	61	78	229	79	28	6	41	13	16	8	7	12	16	28	25	1,389
Died, .	39	45	41	34	27	35	44	84	30	22	30	34	30	33	33	40	918
Eloped, .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3
Whole number in hospital during year, .	704	775	820	819	580	577	647	679	501	532	583	600	611	625	565	630	-
Number remaining at end of each year, .	466	532	520	381	336	376	372	301	317	331	379	396	399	344	341	381	-
Males admitted, .	125	148	136	125	86	112	126	142	106	105	127	108	114	125	117	163	3,788
Females admitted, .	138	161	152	174	113	129	145	165	94	110	124	113	101	101	104	126	3,831
Males discharged, .	98	103	133	198	111	97	132	180	95	102	98	92	117	155	115	142	3,593
Females discharged, .	101	92	166	240	133	104	143	196	89	99	106	112	94	126	109	107	3,640
Males died, .	13	20	20	15	18	18	19	18	20	12	14	11	16	17	12	27	465
Females died, .	26	25	21	19	14	17	25	16	10	10	16	23	14	16	21	13	453
Sent in by courts, .	184	259	241	230	160	193	182	151	134	153	180	148	143	122	123	191	1,839
Sent in by friends and overseers, .	79	50	47	57	86	48	89	67	66	57	71	21	71	94	90	87	2,189
Sent in by governor's warrant, .	-	-	-	12	3	-	-	89	-	-	-	52	1	-	-	1	158
Males recovered, .	56	55	65	45	50	46	74	55	43	65	63	58	51	70	61	42	1,705
Females recovered, .	55	48	80	77	59	51	76	72	46	64	68	66	53	60	54	47	1,852
Average number in hospital, .	462	515	520	430	349	357	387	372	309	324	369	401	398	366	350	368	321

TABLE No. 17—Concluded.

	1851.	1852.	1853.	1854.	1855.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	Totals.
Per cent. of recovery of recent cases,	82	77	83	80	92	76	78	75	92	78	89	74.4	78	73	63	84
Per cent. of recovery of all discharges,	46	42	46	52	45	65	48	48	64	64	61	49.2	60.7	55	40	55
Per cent. of recovery of old cases,	18	18	24	29	17	30	20	18	19	30	26	21	18	17	10	24
Per cent. of admissions of the most prominent causes each year :—																
Ill health,	9	9	7	8	10	23	17	19	27	27	25	21	15	12	23	17
Religious,	2	3	4	3	4	1	-	1	1	1	2	-	-	-	-	4
The affections,	11	6	2	8	5	2	5	7	6	7	4	9	3	2	2	9
Property,	2	3	2	2	1	1	1	3	4	2	2	1	1	-	-	3
Intemperance,	4	2	2	4	2	9	4	11	9.7	15	9.5	11	12	12	6	8
Masturbation,	4	2	4	4	3	1	1	5	4.6	5	12	5.1	8	4	3	-
Per cent. of deaths of all in the hospital each year,	5.53	5.81	5.00	5.58	4.60	6.80	5.1	6.0	4.6	5.1	5.6	6.5	5.2	6.8	6	-
Per cent. of deaths of average number of residents each year,	8.00	8.73	7.88	7.90	7.70	11.00	9.1	9.7	6.4	8.1	8.4	7.5	9.0	9.3	10	-

TABULAR VIEW—Continued.

No.	Time of Admission.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Suicidal. Hereditary.	Homicidal. Periodical.
3085	1848 Dec. 1	37	Female	Married	Ill health.	1 year	Probate Court	17 yrs 10 mths	Remains	Improved		Homicidal.
3191	1849 May 12	28	Male	Single	Unknown.	4 months	do	17 yrs 4 mths	do	Not improved	Hereditary.	
3334	1850 Nov. 6	21	Female	do	Ill health.	7 years	Private Bond	16 yrs 11 mths	do	do		
3380	1850 Jan. 23	23	Male	do	Disappointed affection.	6 months	Probate Court	16 yrs 8 mths	do	Improved	do	
3427	1850 April 2	35	Female	Married	Ill health.	5 years	do	16 yrs 6 mths	do	do	do	
3606	1850 Dec. 11	35	Male	Single	Unknown.	2 do	The Overseers	15 yrs 9 mths	do	do	do	
3613	do 28	28	Female	do	Fever.	20 do	Private Bond	15 yrs 9 mths	do	Not improved		
3623	1851 Jan. 6	33	do	Married	Unknown.	6 do	The Overseers	15 yrs 3 m 21 ds	Discharged	Improved	do	
4385	1853 Sept. 2	30	do	do	Puerperal.	7 do	do	13 yrs 1 mth	Remains	do	do	Periodical.
4414	do 23	25	do	do	do	1 week	do	13 yrs	do	do	do	
4431	Oct. 19	30	do	do	Over-exertion.	3 years	Probate Court	12 yrs 11 mths	do	do		
4493	1854 Jan. 13	68	Male	Widower	Unknown.	15 do	The Overseers	12 yrs 8 mths	do	do	do	do
4684	Ang. 31	45	do	do	Domestic affection.	11 do	Munic'l Court	12 yrs 1 mth	do	do	do	
4686	Sept. 2	66	do	Single	Unknown.	30 do	The Overseers	12 yrs 1 mth	do	Not improved		
4706	do 13	25	Female	Married	do	6 do	Probate Court	10 yrs 11 mths	Died	Apoplexy	do	
4741	Nov. 16	23	Male	Single	Masturbation.	5 do	The Overseers	11 yrs 10 mths	Remains	Not improved	do	
4746	do 20	42	do	do	Unknown.	6 do	Probate Court	11 yrs 10 mths	do	Improved	do	
4832	1855 April 18	44	do	Married	Spiritualism.	3 do	do	11 yrs 5 mths	do	do	do	
4851	May 17	40	do	do	do	5 do	do	11 yrs 4 mths	do	do	do	
4864	June 7	21	do	Single	Masturbation.	8 do	The Overseers	11 yrs 3 mths	Discharged	do	do	
4882	July 27	28	Female	do	Ill health.	5 do	Probate Court	11 yrs 2 mths	Remains	do	do	
4969	Dec. 4	30	do	Married	Puerperal.	4 weeks	do	10 yrs 9 mths	do	do	do	
5040	1856 April 9	51	do	do	Ill health.	2 do	do	10 yrs 1 mth	Discharged	Recovered		do

TABULAR VIEW—Continued.

No.	Time of Admission.	In what state.	Suicidal. Hereditary.	Homicidal. Periodical.
5906	1869 June 10	Improved	Hereditary.	
5909	do 11	do		
5933	do 19	Not improved	do	Homicidal.
5962	Aug. 28	Improved	do	
5964	Sept. 7	do		
6003	Nov. 29	do		
6007	Dec. 8	do		
6022	1880 Jan. 20	Not improved	Suicidal.	
6039	Feb. 14	Improved		
6043	do 22	do	Hereditary.	
6047	do 25	Not improved		
6057	do 28	do	Suicidal.	do
6078	April 9	do	do	
6074	do 10	do	Hereditary.	Periodical.
6087	May 12	Improved	do	
6128	June 25	Not improved	do	
6144	July 20	do		
6156	Aug. 3	Recovered		Homicidal.
6173	do 30	Not improved	do	
6189	Sept. 22	do		
6196	Oct. 6	do		
6217	Nov. 6	do		
6225	do 15	do		
6230	do 23	Improved		
6252	1861 Jan. 5	do		
6268	do 26	Exhaustion		
6273	Feb. 12	Not improved		

TABULAR VIEW—Continued.

No.	Time of Admission.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Suicidal. Hereditary.	Homicidal. Periodical.
1853												
6724	Jan. 20	38	Male	Single	Unknown.	1 year	The Overseers	8 yrs	Remains	Improved	Hereditary.	Periodical.
6746	Mar. 3	40	Female	do	do	10 years	do	8 yrs	do	do	do	do
6748	do 5	25	Male	do	Intemperance,	2 do	Probate Court	7 yrs	do	do	Suicidal.	Homicidal.
6754	do 18	34	Female	Married	Gestation,	2 do	do	7 yrs	do	do	do	do
6762	April 9	33	Male	do	Unknown,	6 months	do	8 yrs	do	Not improved	do	do
6777	May 6	34	Female	do	do	10 years	do	3 yrs	do	do	do	do
6786	do 15	25	do	Single	Intemperance,	1 year	do	3 yrs	do	Improved	do	do
6796	do 20	38	Male	Married	Unknown,	Unknown	Private Bond	4 yrs	do	Not improved	Hereditary.	do
6810	June 12	42	Female	Single	do	7 years	do	8 yrs	do	Improved	do	do
6812	do 17	25	Male	do	Epilepsy,	8 months	The Overseers	3 yrs	do	Not improved	do	do
6823	July 6	36	do	do	do	2 weeks	Probate Court	3 yrs	do	do	do	do
6828	do 31	43	do	Married	Loss of property,	4 months	do	3 yrs	do	Improved	Suicidal.	do
6833	Aug. 4	61	do	do	do	2 years	Private Bond	3 yrs	do	Not improved	Hereditary.	do
6847	do 24	40	Female	do	Puerperal,	1 year	do	3 yrs	do	Improved	do	do
6848	do 25	45	Male	do	Unknown,	6 months	Probate Court	2 yrs	do	do	do	do
6867	Sept. 17	31	do	Single	Masturbation,	10 years	Private Bond	2 yrs	Discharged	Exhaustion	do	Periodical.
6870	do 23	55	do	do	Unknown,	4 months	Probate Court	3 yrs	Died	Improved	do	do
6890	Oct. 5	40	do	do	Intemperance,	6 do	do	3 yrs	Remains	do	do	do
6899	do 24	66	Female	Widow	Old age,	2 do	do	3 yrs	do	do	do	do
6892	do 26	55	Male	Married	Ill health,	1½ years	Private Bond	1 yr	Died	Exhaustion	do	do
6894	do 29	45	do	do	Epilepsy,	8 years	Probate Court	2 yrs	Remains	Not improved	do	do
6895	do 31	60	Female	Single	Masturbation,	20 do	do	2 yrs	do	Improved	do	do
6906	do 23	56	Male	do	Unknown,	3 weeks	do	2 yrs	do	do	do	Homicidal.
6911	Dec. 2	44	do	do	do	20 years	Private Bond	2 yrs	do	Not improved	do	do
6912	do 4	27	Female	do	do	7 do	Probate Court	2 yrs	do	do	do	do
6915	do 5	28	Male	do	Hard study,	3 do	Board of S. C.	2 yrs	do	Improved	do	do
6918	do 12	37	Female	Married	Injury of spine,	8 do	Probate Court	2 yrs	do	Not improved	do	do
6919	do 12	37	do	Widow	Ill health,	3 months	Private Bond	2 yrs	do	do	do	Periodical.
6920	do 15	45	do	Married	Hard work,	15 years	do	2 yrs	do	do	do	do
6921	do 16	45	Male	do	Epilepsy,	14 do	The Overseers	2 yrs	do	do	do	do

1863	72	Male	Married	Old age,	2 months	Probate Court	2 yrs	9 mths	Remains	Not improved	Suicidal.	Periodical.
6927 Dec. 28												
1864	19	Female	Single	Unknown,	2 years	The Overseers	2 yrs	9 mths	do	do	do	do
6938 Jan. 8	31	Female	Married	Ill health,	6 months	Probate Court	2 yrs	9 mths	do	Exhaustion	do	do
6939 do 12	44	Male	do	Turn of life,	2 do	do	2 yrs	4 mths	Died	Not improved	do	do
6953 Feb. 18	56	Female	Single	Fright,	3 1/2 years	The Overseers	2 yrs	8 mths	Remains	Improved	Hereditary.	do
6960 do 19	56	Male	do	Unknown,	2 months	Probate Court	2 yrs	6 ms 8 ds	Discharged	do	do	do
6963 do 26	19	Male	do	Ill health,	8 do	do	2 yrs	7 mths	do	do	do	do
6968 Mar. 8	57	Female	Married	Spiritualism,	2 weeks	do	2 yrs	7 mths	do	do	do	do
6969 do 6	57	Male	do	Unknown,	1 month	do	2 yrs	7 mths	do	do	do	do
6971 do 14	38	Female	do	Death of child,	7 months	do	1 yr	8 mths	Discharged	Not improved	Suicidal.	do
6976 do 21	45	do	do	Unknown,	10 years	do	2 yrs	7 mths	Remains	Improved	do	do
6977 do 21	35	Male	Single	Unknown,	7 weeks	Com. of Lun.	2 yrs	6 mths	Discharged	Improved	Hereditary.	do
6979 do 24	42	Female	Widow	Death of husband,	2 years	Private Bond	2 yrs	24 ds	do	do	do	do
6979 do 24	50	do	Married	Ill health,	17 do	Private Bond	2 yrs	6 mths	do	do	do	do
6980 do 25	27	do	Widow	Epilepsy,	3 do	Probate Court	2 yrs	6 mths	do	Not improved	do	do
6981 do 25	68	do	Married	Unknown,	8 do	do	2 yrs	5 mths	do	Improved	Suicidal.	do
6985 April 2	58	do	do	do	6 do	Private Bond	2 yrs	5 mths	do	Not improved	do	do
6990 do 16	47	Male	Single	do	2 do	do	2 yrs	5 mths	do	Improved	do	do
7003 May 6	20	Female	Single	Intemperance,	2 do	do	1 yr 10 ms 2 ds	Discharged	do	Not improved	do	do
7008 do 11	40	Male	Married	Epilepsy,	1 do	The Overseers	2 yrs	4 mths	Remains	Improved	do	do
7010 do 12	16	do	Single	Ill health,	1 month	Probate Court	1 yr 6 ms 3 ds	Remains	do	do	do	do
7015 do 30	78	Female	Widow	Studying,	6 years	do	2 yrs	3 mths	do	do	do	do
7018 June 3	21	do	Single	Turn of life,	1 do	The Overseers	1 yr 6 ms 5 ds	Discharged	do	do	do	do
7029 do 20	52	do	Married	Unknown,	1 month	do	2 yrs	3 mths	Remains	do	do	do
7030 do 24	36	do	do	do	6 months	Private Bond	2 yrs	3 mths	do	do	do	do
7031 do 28	32	do	do	Ill health,	1 year	Probate Court	2 yrs	3 mths	Remains	do	do	do
7035 July 6	60	Male	do	Puerperal,	2 months	do	2 yrs	3 mths	do	do	do	do
7036 do 13	26	Female	Single	Unknown,	4 years	do	2 yrs	3 mths	do	do	do	do
7045 do 13	31	do	do	Injury of head,	2 years	The Overseers	2 yrs	1 mth	Discharged	Recovered	Suicidal.	do
7052 do 19	30	do	do	Ill health,	10 years	do	2 yrs	1 mth	Remains	Not improved	do	do
7053 do 20	35	do	do	Epilepsy,	16 do	Probate Court	2 yrs	1 mth	do	Improved	do	do
7054 do 23	22	do	do	Ill health,	25 do	Private Bond	1 yr 9 ms 12 ds	Discharged	do	do	do	do
7058 do 28	74	do	do	Ill health,	3 weeks	do	2 yrs	2 mths	Remains	do	do	do
7060 do 30	21	Male	do	Masturbation,	22 years	do	2 yrs	2 mths	do	do	do	do
7061 Aug. 1	55	do	do	do	3 months	Probate Court	2 yrs	2 mths	do	Not improved	do	do
7062 do 1	31	do	do	Ill health,	10 years	Private Bond	2 yrs	4 mths	do	do	do	do
7063 do 2	31	do	do	Epilepsy,	7 months	Probate Court	2 yrs	1 mth	do	Improved	do	do
7064 do 4	20	Female	do	Ill health,	14 years	Private Bond	2 yrs	1 mth	do	do	do	do
7068 do 9	45	do	do	Unknown,	14 years	do	2 yrs	1 mth	do	do	do	do

TABULAR VIEW—Continued.

No.	Time of Admission.	Age when admitted.	Sex.	Civil condition.	Supp. Cause.						Suicidal.		Homicidal.	
											Hereditary.	Periodical.	Hereditary.	Periodical.
7069	1864 Aug. 10	43	Female	Married	Ill health,	5 months	Probate Court	2 yrs	1 mth	Remains	Improved	Suicidal.	Improved	Suicidal.
7071	do 12	66	do	Widow	Paralysis,	7 years	do	2 yrs	1 mth	do	do	do	do	do
7077	do 18	61	do	Married	Ill health,	11 do	Private Bond	1 yr	9 mths	Discharged	do	do	do	do
7083	do 29	35	do	do	do	1 week	Probate Court	2 yrs	1 mth	Remains	do	do	do	do
7088	Sept. 1	35	do	do	Unknown,	1 do	do	2 yrs	1 mth	do	do	do	do	do
7099	do 21	64	Male	Widower	do	2 months	The Overseers	1 yr 6 m	25 ds	Discharged	do	do	do	do
7100	do 21	63	Female	Married	Turn of life,	3 years	Private Bond	2 yrs	9 ds	Remains	Not improved	do	do	do
7104	do 29	35	do	do	Intemperance,	2 weeks	Board of S. C.	1 yr 5 ms	3 ds	Discharged	Improved	do	do	do
7106	Oct. 6	29	Male	Single	Unknown,	14 years	Private Bond	9 yrs	do	Remains	do	do	do	do
7109	do 9	34	do	do	do	15 do	do	1 yr 8 ms	13 ds	Discharged	do	do	do	do
7111	do 13	50	Female	Married	do	3 months	The Overseers	1 yr	18 ds	Remains	do	do	do	do
7112	do 18	68	Male	do	Intemperance,	15 do	Private Bond	1 yr	18 ds	do	do	do	do	do
7113	do 19	24	do	Single	Unknown,	1 year	do	1 yr	12 ds	do	Not improved	do	do	do
7116	do 21	43	Female	Married	do	14 years	do	1 yr	10 ds	do	do	do	do	do
7123	do 29	28	do	do	Ill health,	2 months	Probate Court	1 year	do	do	do	do	do	do
7126	Nov. 1	45	do	do	do	9 do	do	1 year	do	do	do	do	do	do
7132	do 9	53	do	do	do	3 years	The Overseers	1 yr	10 mths	do	Improved	do	do	do
7136	do 22	45	Male	Single	Unknown,	Unknown	Board of S. C.	1 yr	10 mths	do	do	do	do	do
7137	do 23	25	Female	do	Ill health,	1 week	Probate Court	1 yr	10 mths	do	Not improved	do	do	do
7143	Dec. 8	38	do	Married	do	10 years	Private Bond	11 mths	2 ds	Discharged	Improved	do	do	do
7145	do 9	68	Male	do	Intemperance,	6 do	Probate Court	1 yr	9 mths	Remains	Not improved	do	do	do
7146	do 10	25	do	Single	Hard work,	2 months	do	1 yr 1 m	10 ds	Discharged	do	Suicidal.	do	do
7147	do 10	27	Female	do	Congenital,	15 years	do	1 yr 4 m	21 ds	do	Improved	Hereditary.	do	do
7149	do 13	70	do	Widow	Unknown,	1 week	Private Bond	1 yr	9 mths	Remains	do	do	do	do
7153	do 14	60	do	Married	Ill health,	2 years	The Overseers	1 yr 8 m	18 ds	Discharged	Recovered	do	do	do
7156	do 23	24	do	Single	Masturbation,	4 do	do	1 yr 2 m	25 ds	do	Improved	do	do	do
7159	do 28	30	Male	Married	Intemperance,	1 week	Probate Court	1 yr 3 m	4 ds	do	Recovered	do	do	do
7162	1865 Jan. 4	43	Female	do	Turn of life,	3 years	do	1 yr	6 mths	do	Not improved	do	do	do
7163	do 6	21	do	Single	Injury of head,	5 do	do	1 yr	8 mths	Remains	do	do	do	do
7165	do 11	49	Male	do	Ill health,	1 month	The Overseers	1 yr	8 mths	do	do	do	do	do

1865	Age	Sex	Marital	Ill health,	Probate Court	Time	Disposition	Hereditary.	Homicidal.
7169	Jan. 20	33	Female Single	Ill health,	Probate Court	3 months	Remains	Not improved	
7173	do 25	43	do do	Unknown,	do	4 years	do	Improved	
7174	Feb. 1	25	do do	do	do	5 weeks	Discharged	Not improved	
7176	do 4	17	do do	Epilepsy,	do	8 years	Remains	do	do
7179	do 11	25	Male	Unknown,	do	3 do	Discharged	do	
7181	do 17	20	Female	Ill health,	do	2 do	do	Improved	do
7184	do 22	26	Male Married	Unknown,	do	6 do	Remains	Not improved	do
7186	do 24	20	Female Single	Ill health,	do	6 months	do	do	Periodical.
7188	March 2	29	do do	Masturbation,	do	6 do	do	Improved	
7191	do 6	22	Male	Epilepsy,	Private Bond	22 years	Discharged	do	
7192	do 6	30	do do	Ill health,	do	2 months	do	Not improved	
7193	do 7	43	do do	do	do	2 do	do	Recovered	do
7196	do 8	27	do do	Epilepsy,	do	5 years	Remains	Improved	do
7197	do 20	23	Female Married	Unknown,	Probate Court	3 months	do	do	
7199	do 21	32	do do	do	do	16 years	Discharged	do	
7200	do 21	35	do do	Ill health,	The Overseers	1 year	do	do	
7202	do 21	35	do do	Brain fever,	Probate Court	20 years	Remains	do	
7203	do 24	40	Female Widow	Unknown,	Private Bond	6 weeks	do	Recovered	Homicidal.
7208	April 1	40	do do	Ill health,	do	6 months	do	do	Periodical.
7209	do 1	60	do do	Unknown,	do	14 years	do	do	
7210	do 1	64	Male Widower	do	Probate Court	10 do	do	Improved	do
7213	do 3	34	do do	Epilepsy,	The Overseers	12 do	do	do	
7215	do 10	23	Female	Unknown,	do	5 do	do	do	
7217	do 14	30	do do	do	Probate Court	2 months	do	Recovered	do
7221	do 19	32	Male	Epilepsy,	do	32 years	Remains	Improved	
7225	do 24	40	Female Married	Intemperance,	The Overseers	2 months	do	Not improved	
7227	do 28	30	do do	Puerperal,	Probate Court	6 do	do	do	
7235	May 11	45	do do	Unknown,	Private Bond	26 weeks	do	Improved	
7236	do 12	53	do do	Death of son,	do	10 months	Discharged	do	
7237	do 16	17	Male Single	Masturbation,	Probate Court	2 years	do	do	
7238	do 17	40	do do	do	The Overseers	13 do	do	do	
7241	do 20	63	Female Married	Ill health,	Probate Court	2 months	Remains	Not improved	do
7243	do 24	65	Male	Intemperance,	do	2 do	do	Improved	
7244	do 24	13	do do	Epilepsy,	do	3 years	Remains	do	
7246	do 30	65	Female Married	Ill health,	do	12 do	Discharged	do	
7247	do 31	30	do do	Puerperal,	do	3 weeks	Remains	do	
7248	do 31	21	Male	Ill health,	do	2 do	Discharged	Recovered	
7253	June 6	62	do do	do	do	3 months	Remains	Improved	

TABLE No. 17—Concluded.

	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	Totals.
Per cent. of recovery of recent cases,	82	77	88	80	92	78	76	78	75	92	78	89	74.4	78	73	68	84
Per cent. of recovery of all discharges,	46	42	46	52	45	48	65	34	48	64	64	61	49.2	60.7	56	40	55
Per cent. of recovery of old cases,	18	18	24	29	17	15	30	20	18	19	30	26	21	18	17	10	24
Per cent. of admissions of the most prominent causes each year:—																	
Ill health,	9	9	7	8	10	19	23	17	19	27	27	25	21	15	12	23	17
Religious,	2	3	4	3	4	3	1	-	1	1	1	2	-	-	-	-	4
The affections,	11	6	2	3	5	2	2	5	7	6	7	4	9	3	2	2	9
Property,	2	3	2	2	1	1	1	1	3	4	2	2	1	1	-	-	3
Intemperance,	4	2	2	4	2	9	9	4	11	9.7	15	9.5	11	12	12	6	-
Masturbation,	4	2	4	4	3	3	1	1	5	4.6	6	12	5.1	8	4	3	-
Per cent. of deaths of all in the hospital each year,	5.53	5.61	5.00	5.58	4.60	6.00	6.80	5.1	6.0	4.6	5.1	5.6	6.5	5.2	6.8	6	-
Per cent. of deaths of average number of residents each year,	8.00	8.73	7.88	7.90	7.70	9.90	11.00	9.1	9.7	6.4	8.1	8.4	7.5	9.0	9.3	10	-

TABLE VI. W — Continued.

No.	Time of Admission.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Salicidal. Hereditary.	Homicidal. Periodical.
3085	1848 Dec. 1	37	Female	Married	Ill health, . . .	1 year	Probate Court	17 yrs 10 mths	Remains	Improved		Homicidal.
3191	1849 May 12	23	Male	Single	Unknown, . . .	4 months	do	17 yrs 4 mths	do	Not improved	Hereditary.	
3334	1850 Nov. 6	21	Female	do	Ill health, . . .	7 years	Private Bond	16 yrs 11 mths	do	do		
3380	1850 Jan. 23	23	Male	do	Disappointed affection,	6 months	Probate Court	16 yrs 8 mths	do	Improved	do	
3427	1850 April 2	36	Female	Married	Ill health, . . .	5 years	do	16 yrs 6 mths	do	do	do	
3605	1850 Dec. 11	35	Male	Single	Unknown, . . .	2 do	The Overseers	15 yrs 9 mths	do	do	do	
3613	1851 do 28	23	Female	do	Fever, . . .	20 do	Private Bond	15 yrs 9 mths	do	Not improved		
3623	1851 Jan. 6	38	do	Married	Unknown, . . .	6 do	The Overseers	15 yrs 3 m 21 ds	Discharged	Improved	do	
4395	1853 Sept. 2	39	do	do	Puerperal, . . .	7 do	do	13 yrs 1 mth	Remains	do	do	Periodical.
4414	1853 do 23	35	do	do	do	1 week	do	13 yrs	do	do	do	
4431	1854 Oct. 19	30	do	do	Over-exertion, . . .	3 years	Probate Court	12 yrs 11 mths	do	do		
4493	1854 Jan. 18	66	Male	Widower	Unknown, . . .	15 do	The Overseers	12 yrs 8 mths	do	do	do	do
4684	1854 Aug. 31	45	do	do	Domestic affliction,	11 do	Munic'l Court	12 yrs 1 mth	do	do	do	
4688	1854 Sept. 2	65	do	Single	Unknown, . . .	30 do	The Overseers	12 yrs 1 mth	do	Not improved		
4705	1854 do 13	25	Female	Married	do	6 do	Probate Court	10 yrs 11 mths	Died	Apoplexy	do	
4741	1854 Nov. 16	23	Male	Single	Masturbation, . . .	5 do	The Overseers	11 yrs 10 mths	Remains	Not improved	do	
4746	1854 do 30	42	do	do	Unknown, . . .	6 do	Probate Court	11 yrs 10 mths	do	Improved	do	
4832	1855 April 18	44	do	Married	Spiritualism, . . .	3 do	do	11 yrs 6 mths	do	do	do	
4851	1855 May 17	40	do	do	do	5 do	do	11 yrs 4 mths	do	do	do	
4854	1855 June 7	21	do	Single	Masturbation, . . .	8 do	The Overseers	11 yrs 3 mths	Discharged	do	do	
4882	1855 July 27	28	Female	do	Ill health, . . .	5 do	Probate Court	11 yrs 2 mths	Remains	do	do	
4959	1855 Dec. 4	39	do	Married	Puerperal, . . .	4 weeks	do	10 yrs 9 mths	do	do	do	
5040	1856 April 29	51	do	do	Ill health, . . .	2 do	do	10 yrs 1 mth	Discharged	Recovered		do

1850	Date	Age	Sex	Married	Cause	Duration	Probate Court	10 yrs	1 mth	Remains	Improved	Hereditary.	Periodical.
5137	Sept. 8	46	Male	Married	Unknown,	18 months	Probate Court	10 yrs	1 mth	Remains	Improved		
5157	Sept. 20	20	Female	Single	Masturbation,	2 years	The Overseers	10 yrs	do	do	Improved		
5168	Dec. 3	23	Male	do	Fright,	3 do	Probate Court	9 yrs	9 mths	do	do		
1857													
5372	July 14	23	do	Married	Domestic trouble,	2 weeks	do	9 yrs	2 mths	do	do	Hereditary.	
5417	Sept. 19	45	Female	Single	Unknown,	2 months	do	9 yrs	do	do	do	do	
5433	Oct. 13	30	Male	do	Masturbation,	11 years	The Overseers	9 yrs	do	do	Not improved		
5450	do 26	47	do	do	Unknown,	21 do	Probate Court	8 yrs 11 mths	do	do	Improved		
5462	Nov. 18	50	do	do	do	- do	do	8 yr 9 m 3 ds	Discharged	do	do		
1858													
5547	April 1	45	Female	Married	Turn of life,	1 do	do	8 yrs	6 mths	Remains	do	Suicidal.	
5580	do 16	30	Male	Single	Religious excitement,	1 do	Private Bond	8 yrs	6 mths	do	Not improved		
5583	May 12	49	do	Married	do	6 do	Probate Court	8 yrs	4 mths	Discharged	Improved	Hereditary.	
5588	do 16	40	Female	do	Unknown,	4 do	do	8 yrs	4 mths	Remains	do		
5593	June 3	62	do	do	Turn of life,	8 do	Private Bond	8 yrs	4 mths	do	Not improved		
5602	do 9	25	Male	Single	Masturbation,	1 week	The Overseers	8 yrs 4 mths	do	do	Consumption		
5626	July 8	63	do	do	Unknown,	15 months	do	7 yr 9 m 16 ds	Died	do	Not improved		
5633	do 19	63	Female	do	Ill health,	2 years	Probate Court	8 yrs	2 mths	Remains	Improved		
5652	Aug. 25	74	do	Widow	Old age,	16 do	do	8 yrs	1 mth	do	do		
5670	do 30	39	do	Single	Unknown,	10 do	Gov. Order	8 yrs 1 mth	do	do	Not improved	do	
5673	do 30	38	do	Married	do	Unknown	do	7 yr 2 m 7 ds	Discharged	do	Improved		
5685	do 30	43	Male	Single	Masturbation,	9 years	do	8 yrs 1 mth	Remains	do	do		
5680	do 30	29	do	do	Unknown,	22 do	do	8 yrs 1 mth	do	do	do		
5691	do 30	45	do	do	Unknown,	7 do	do	8 yrs 1 mth	do	do	do		
5694	do 30	45	do	Married	Spiritualism,	2 do	Probate Court	8 yrs	do	do	do		
5733	Sept. 20	40	Female	do	Domestic affliction,	15 do	Gov. Order	8 yrs	do	do	do		
5759	do 20	40	do	do	Unknown,	10 do	do	7 yr 10 m 18 d	Discharged	do	do		
5760	do 20	50	Male	do	do	10 do	Private Bond	8 yrs	Remains	do	Not improved		
5767	do 22	68	Female	Widow	Epilepsy,	3 do	do	7 yr 9 m 2 ds	Died	do	Angina Pect.	do	
5793	Nov. 13	45	Male	Married	Ill health,	10 do	Probate Court	7 yrs 10 mths	Remains	do	Improved	do	
5810	Dec. 8	49	do	do	Intemperance,	3 weeks	Private Bond	7 yrs 9 mths	do	do	Not improved	do	
5814	do 18	37	do	Single	Masturbation,	6 do	do	7 yrs	7 mths	do	do	Suicidal.	
1859													
5850	Mar. 14	38	Female	Married	Unfortunate marriage,	2 years	Probate Court	7 yr 4 m 28 ds	Discharged	do	Improved		
5856	do 25	40	Male	do	Unknown,	1 do	do	7 yrs 6 mths	Remains	do	Not improved		
5880	April 19	20	do	Single	Epilepsy,	1 do	Private Bond	6 yr 9 m 27 ds	Discharged	do	Recovered	Her. Sui.	Homicidal.
5902	June 3	59	do	Married	Ill health,	10 months	The Overseers	7 yrs	4 mths	Remains	Not improved		
5903	do 4	58	do	do	do	9 years	Private Bond	7 yrs	do	do	do		

TABULAR VIEW—Continued.

No.	Time of Admission.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Intellectual Hereditary.	Homicidal. Periodical.
1859												
5908	June 10	24	Female	Single	Ill health.	2 years	Probate Court	7 yrs	Remains	Improved	Hereditary.	
5909	do 11	42	Male	do	Unknown.	2 do	do	7 yrs	do	do	do	Homicidal.
5923	do 19	27	do	do	Masturbation.	3 do	do	7 yrs	do	Not improved	do	
5962	Aug. 28	43	Female	Married	Domestic affliction.	3 months	do	7 yrs	do	Improved	do	
5964	Sept. 7	63	Male	do	Loss of property.	2 years	The Overseers	7 yrs	Discharged	do	do	
6003	Nov. 29	55	do	do	Epilepsy.	2 do	Probate Court	6 yrs	Remains	do	do	
6007	Dec. 8	29	Female	Single	Fever.	10 do	do	6 yrs	do	do	do	
1860												
6022	Jan. 30	36	Male	do	Loss of property.	3 do	do	6 yrs	do	Not improved	Suicidal.	
6039	Feb. 14	43	do	Married	Religious excitement.	3 do	do	6 yrs	do	Improved	do	
6043	do 23	50	Female	Single	Unknown.	3 days	Private Bond	8 yrs	do	do	Hereditary.	
6047	do 25	36	Male	do	Masturbation.	4 years	The Overseers	6 yrs	do	Not improved	do	
6067	do 26	30	Female	Married	Injury by falling.	3 do	Probate Court	6 yrs	do	do	Suicidal.	do
6073	April 9	30	Male	do	Jealousy.	2 months	do	6 yrs	Discharged	do	do	
6074	do 10	25	Female	do	Measles.	1 year	do	6 yrs	Remains	do	Hereditary.	
6097	May 12	49	do	do	Unknown.	14 years	Private Bond	6 yrs	do	Improved	do	Periodical.
6128	June 25	63	do	Widow	Ill health.	6 months	Probate Court	6 yrs	do	Not improved	do	
6144	July 20	18	Male	Single	Masturbation.	2 years	The Overseers	6 yrs	do	do	do	
6156	Aug. 3	37	do	do	Intemperance.	2 months	Sup. Court	6 yr 3 m	Discharged	Recovered	do	Homicidal.
6173	do 30	25	do	do	Epilepsy.	18 do	The Overseers	6 yrs	Remains	Not improved	do	
6189	Sept. 23	31	Female	do	Unknown.	6 years	Probate Court	6 yrs	do	do	do	do
6196	Oct. 6	26	Male	do	Ill health.	1 year	do	6 yrs	do	do	do	
6217	Nov. 6	40	do	Married	Intemperance.	4 days	The Overseers	6 yrs 11 mths	do	do	do	
6225	do 15	35	Female	do	Unknown.	3 years	Private Bond	6 yrs 11 mths	do	do	do	
6230	do 23	37	do	do	do	2 months	Probate Court	6 yrs 10 mths	do	Improved	do	
1861												
6252	Jan. 5	43	Male	do	Religious excitement.	3 years	do	5 yrs 7 m	Discharged	do	do	
6266	do 26	65	do	do	Spiritualism.	3 months	Private Bond	4 yrs 9 m	Died	Exhaustion	do	
6272	Feb. 12	65	do	do	Epilepsy.	3 years	Probate Court	5 yrs 8 mths	Remains	Not improved	do	
6273	Mar. 10	42	do	do	do	1 year	do	5 yrs 6 mths	do	Improved	Suicidal.	

1861	6350	May 31	46	Female	Single	Epilepsy,	1 year	Probate Court	5 yrs	4 mths	Remains	Not improved	Hereditary.	Periodical
6351	June 4	38	do	Male	do	Unknown,	3 do	The Overseers	6 yrs	4 mths	do	do	do	do
6378	do 29	40	do	Male	do	do	12 do	do	6 yrs	1 day	Discharged	Improved	do	do
6382	July 4	46	do	Female	Single	do	18 do	Probate Court	6 yrs	3 mths	Remains	Not improved	do	do
6390	do 18	62	do	Female	Married	Hard work,	2 months	do	4 yrs	3 m 4 ds	Discharged	Not improved	do	do
6407	do 29	62	do	Female	Widow	Unknown,	3 do	Police Court	4 yrs	6 m	do	Not improved	do	do
6416	Aug. 16	40	do	do	do	do	20 years	Private Bond	6 yrs	1 mth	Remains	do	do	do
6423	do 23	62	do	do	Single	Domestic affliction,	3 do	Probate Court	6 yrs	do	do	Improved	do	do
6446	Oct. 4	60	do	do	do	Unknown,	12 do	do	6 yrs	do	do	do	do	do
6448	do 7	21	do	do	Single	Disappointed ambition	1 do	do	4 yrs	11 mths	do	do	do	do
6458	do 21	27	do	do	do	Unknown,	2 months	do	4 yrs	11 mths	do	do	do	do
6473	Nov. 6	25	do	do	do	do	14 years	The Overseers	4 yrs	10 mths	do	do	do	do
6493	Dec. 2	49	Male	Married	do	do	7 do	Private Bond	4 yrs	9 mths	do	do	do	do
6502	do 19	35	Female	do	do	do	4 do	Probate Court	4 yrs	9 mths	do	do	do	do
6506	do 24	35	do	do	Single	do	do	do	do	do	do	do	do	do
1862	6512	Jan. 8	32	Male	do	Epilepsy,	10 do	do	4 yrs	9 mths	do	do	do	do
6528	Feb. 6	23	Female	do	do	Unknown,	1 do	do	4 yrs	8 mths	do	Not improved	do	do
6529	do 7	42	do	do	do	Religious excitement,	18 do	do	4 yr 7 m 22 ds	Discharged	do	Improved	do	do
6557	Mar. 21	27	Male	do	do	Unknown,	6 do	Private Bond	4 yrs	6 mths	Remains	do	do	do
6558	do 21	30	do	do	do	Epilepsy,	6 do	do	4 yrs	6 mths	do	Not improved	do	do
6580	do 26	24	do	do	do	Ill health,	3 weeks	do	4 yrs	6 mths	do	Improved	do	do
6581	do 26	61	Female	do	Married	do	10 years	do	4 yrs	6 mths	do	Not improved	do	do
6582	May 2	73	Male	do	do	Epilepsy,	3 do	do	4 yrs	6 mths	do	Improved	do	do
6591	do 22	60	do	do	do	Unknown,	1 do	The Overseers	4 yrs	4 mths	do	do	do	do
6597	June 2	36	Female	do	Single	Epilepsy,	from birth	Private Bond	4 yrs	4 mths	do	Not improved	do	do
6603	do 10	53	do	do	Married	Turn of life,	2 years	do	4 yrs	4 mths	do	Improved	do	do
6630	July 18	35	Male	Single	do	Unknown,	9 do	Probate Court	4 yrs	2 mths	do	do	do	do
6633	do 21	63	do	do	Married	Epilepsy,	15 do	do	4 yrs	2 mths	do	do	do	do
6640	Aug. 1	60	do	do	do	Ill health,	3 do	do	4 yrs	2 mths	do	Not improved	do	do
6684	Oct. 2	29	do	do	Single	Unknown,	6 do	do	4 yrs	do	do	do	do	do
6693	Nov. 28	45	do	do	do	Fright,	25 do	The Overseers	3 yrs	10 mths	do	Improved	do	do
6704	Dec. 19	58	do	do	do	Epilepsy,	1 month	Probate Court	3 yrs	9 mths	do	Not improved	do	do
6707	do 22	45	Female	do	do	Unknown,	4 years	do	3 yrs	10 mths	do	Improved	do	do
6708	do 22	76	Male	Married	do	do	15 do	do	3 yrs	10 days	Discharged	do	do	do
6709	do 23	34	Female	do	do	do	4 do	do	3 yrs	9 mths	Remains	do	Suicidal.	do
6710	do 23	53	do	do	Single	do	7 do	Private Bond	3 yrs	9 mths	do	Not improved	do	do

TABULAR VIEW—Continued.

No.	Time of Admission.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Suicidal. Hereditary.	Homicidal. Periodical.
6724	1889 Jan. 20	33	Male	Single	Unknown,	1 year	The Overseers	8 yrs	Remains	Improved	Hereditary.	Periodical.
6746	Mar. 3	40	Female	do	do	10 years	do	3 yrs	do	do	do	do
6748	do 6	25	Male	do	Intemperance,	2 do	Probate Court	3 yrs	do	do	do	Homicidal.
6764	do 18	34	Female	Married	Gestation,	2 do	do	3 yrs	do	do	do	do
6762	April 9	33	Male	do	Unknown,	6 months	do	3 yrs	do	Not improved	do	do
6777	May 6	34	Female	do	do	10 years	do	3 yrs	do	do	do	do
6786	do 15	25	do	Single	Intemperance,	1 year	do	3 yrs	do	Improved	do	do
6795	do 20	53	Male	Married	Unknown,	Unknown	Private Bond	3 yrs	do	Not improved	Hereditary.	do
6810	June 12	42	Female	Single	do	7 years	do	3 yrs	do	Improved	do	do
6812	do 17	26	Male	do	Epilepsy,	8 months	The Overseers	3 yrs	do	Not improved	do	do
6823	July 6	35	do	do	do	2 weeks	Probate Court	3 yrs	do	do	do	do
6828	do 31	43	do	Married	Loss of property,	4 months	do	3 yrs	do	Improved	Suicidal.	do
6833	Aug. 4	61	do	do	do	2 years	do	3 yrs	do	Not improved	Hereditary.	do
6847	do 24	40	Female	do	Puerperal,	1 year	do	3 yrs	do	Improved	do	do
6848	do 25	45	Male	do	Unknown,	6 months	Probate Court	2 yrs	do	do	do	do
6867	Sept. 17	31	do	Single	Masturbation,	10 years	do	2 yrs	Discharged	Exhaustion	do	Periodical.
6870	do 22	55	do	do	Unknown,	4 months	Probate Court	3 yrs	Died	Improved	do	do
6880	Oct. 5	40	do	do	Intemperance,	6 do	do	3 yrs	Remains	do	do	do
6889	do 24	43	Female	Widow	Old age,	2 do	do	3 yrs	do	do	do	do
6892	do 26	55	Male	Married	Ill health,	14 years	Private Bond	1 yr	Died	Exhaustion	do	do
6894	do 29	45	do	do	Epilepsy,	9 years	Probate Court	2 yrs	Remains	Not improved	do	do
6898	do 31	50	Female	Single	Masturbation,	20 do	do	3 yrs	do	Improved	do	do
6905	do 23	55	Male	do	Unknown,	3 weeks	do	2 yrs	do	do	do	Homicidal.
6911	Dec. 2	44	do	do	do	20 years	Private Bond	2 yrs	do	Not improved	do	do
6912	do 4	27	Female	do	do	7 do	Probate Court	2 yrs	do	do	do	do
6915	do 5	23	Male	do	Hard study,	3 do	Board of S. C.	2 yrs	do	do	do	do
6918	do 12	57	Female	Married	Injury of spine,	8 do	Probate Court	2 yrs	do	Improved	do	do
6919	do 12	37	do	Widow	Ill health,	3 months	Private Bond	2 yrs	do	Not improved	do	Periodical.
6920	do 15	45	do	Married	Hard work,	15 years	do	2 yrs	do	do	do	do
6921	do 16	45	Male	do	Epilepsy,	14 do	The Overseers	2 yrs	do	do	do	do

TABULAR VIEW—Continued.

No.	Time of Admission.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Suicidal Hereditary.	Homicidal Periodical.
1884												
7069	Aug. 10	43	Female	Married	Ill health,	6 months	Probate Court	2 yrs 1 mth	Remains	Improved	Suicidal.	
7071	do 12	65	do	Widow	Paralysis,	7 years	do	2 yrs 1 mth	do	do		
7077	do 18	61	do	Married	Ill health,	11 do	Private Bond	1 yr 9 mths	Discharged	do		
7083	do 28	35	do	Single	do	1 week	Probate Court	2 yrs 1 mth	Remains	do		
7088	Sept. 1	35	do	do	Unknown,	1 do	do	2 yrs 1 mth	do	do		
7099	do 21	64	Male	Widower	do	2 months	The Overseers	1 yr 6 m 25 ds	Discharged	do		
7100	do 21	63	Female	Married	Turn of life,	3 years	Private Bond	2 yrs 9 ds	Remains	Not improved		
7104	do 28	35	do	do	Intemperance,	2 weeks	Board of S. C.	1 yr 5 ms 3 ds	Discharged	Improved		
7106	Oct. 6	29	Male	Single	Unknown,	14 years	Private Bond	2 yrs	Remains	do		
7109	do 9	34	do	do	do	15 do	do	1 yr 8 ms 13 ds	Discharged	do	Hereditary.	
7111	do 13	60	Female	Married	do	3 months	The Overseers	1 yr 18 ds	Remains	do		
7112	do 18	66	Male	do	Intemperance,	15 do	Private Bond	1 yr 18 ds	do	do		
7113	do 19	24	do	Single	Unknown,	1 year	do	1 yr 12 ds	do	Not improved		
7116	do 21	43	Female	Married	do	14 years	do	1 yr 10 ds	do	do		
7123	do 29	28	do	do	Ill health,	2 months	Probate Court	1 year	do	do		
7126	Nov. 1	45	do	do	do	9 do	do	1 year	do	do		
7132	do 9	53	do	do	do	3 years	The Overseers	1 yr 10 mths	do	Improved		
7136	do 22	45	Male	Single	Unknown,	Unknown	Board of S. C.	1 yr 10 mths	do	do		
7137	do 23	25	Female	do	Ill health,	1 week	Probate Court	1 yr 10 mths	do	Not improved		
7143	Dec. 8	38	do	Married	do	10 years	Private Bond	11 mths 2 ds	Discharged	Improved	do	
7145	do 9	68	Male	do	Intemperance,	6 do	Probate Court	1 yr 9 mths	Remains	Not improved		
7146	do 10	23	do	do	Hard work,	2 months	do	1 yr 1 m 10 ds	Discharged	do	Suicidal.	
7147	do 10	23	do	Single	Congenital,	15 years	do	1 yr 4 m 21 ds	do	Improved	Hereditary.	
7149	do 13	70	Female	do	Unknown,	1 week	Private Bond	1 yr 9 mths	Remains	do		
7163	do 14	60	do	Widow	Ill health,	2 years	The Overseers	1 yr 8 m 18 ds	Discharged	Recovered		
7166	do 23	24	do	Single	Masturbation,	4 do	do	1 yr 2 m 28 ds	do	Improved		
7169	do 28	30	Male	Married	Intemperance,	1 week	Probate Court	1 yr 3 m 4 ds	do	Recovered		
1885												
7162	Jan. 4	48	Female	do	Turn of life,	3 years	do	1 yr 6 mths	do	Not improved		
7163	do 6	21	do	Single	Injury of head,	5 do	do	1 yr 8 mths	Remains	do		Homicidal.

No.	Time of Admission.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Hereditary.	Homicidal.
7254	June 7 1865	28	Male	Single	Ill health.	8 months	Probate Court	1 yr 3 mths	Remains	Improved		
7255	do 7	17	Female	do	Masturbation.	1 year	The Overseers	6 mths 2 dys	Died	Consumption		Periodical.
7256	do 8	30	do	Married	Unknown.	1 month	Probate Court	1 yr 3 m 23 ds	Remains	Improved	Hereditary.	do
7258	do 12	36	do	do	Ill health.	1 do	The Overseers	6 mths 4 dys	Discharged	Recovered	Suicidal.	"
7260	do 13	42	do	Widow	Turn of life.	1 do	Probate Court	4 mths 24 dys	do	do		
7264	do 23	42	Male	Married	Brain fever.	1 1/2 years	do	3 mths 6 dys	do	Improved		
7266	do 27	50	do	do	Paralysis.	1 month	do	5 mths 10 dys	do	Recovered		
7269	do 30	60	Female	Single	Unknown.	7 years	Board of S. C.	1 yr 3 mths	Remains	Improved	Hereditary.	do
7270	July 1	23	do	Married	Puerperal.	1 week	Probate Court	4 mths 11 dys	Discharged	Recovered		
7271	do 2	40	Male	do	Paralysis.	6 months	The Overseers	6 mths 6 dys	Died	Paralysis		
7272	do 3	27	Female	do	Puerperal.	3 weeks	Probate Court	4 mths 25 dys	Discharged	Improved		
7274	do 5	40	do	Widow	Ill health.	2 do	do	1 yr 2 mths	Remains	do		
7275	do 8	45	Male	Married	Unknown.	1 month	do	6 mths 28 dys	Discharged	Recovered		
7276	do 13	64	do	Widower	Paralysis.	2 months	Private Bond	4 mths 16 dys	Died	Palsy	do	do
7277	do 14	68	do	Married	Intemperance.	6 do	Probate Court	4 mths 20 dys	Discharged	Improved	do	do
7279	do 18	33	do	do	do	10 years	do	1 yr 2 mths	Remains	do	do	do
7280	do 18	17	do	Single	Masturbation.	1 year	The Overseers	4 mths 23 dys	Discharged	Recovered		
7285	do 27	23	Female	Married	Ill health.	3 weeks	Probate Court	10 mths 5 dys	do	do		
7286	do 29	19	do	Single	Unknown.	2 do	Private Bond	7 mths 9 dys	do	Improved	Suicidal.	
7287	do 31	31	Male	do	Epilepsy.	3 do	Probate Court	9 mths 28 dys	do	Recovered	Hereditary.	
7288	Aug. 2	45	Female	Married	do	2 years	Board of S. C.	11 mths	Died	Exhaustion		Homicidal.
7289	do 3	22	Male	Single	do	1 month	Probate Court	1 yr 1 mth	Remains	Improved		
7290	do 5	16	Female	do	Hard study.	1 week	Private Bond	4 mths 14 dys	Discharged	Recovered		
7291	do 5	69	Male	Married	Intemperance.	15 years	Probate Court	1 yr 1 mth	Remains	Not improved		do
7292	do 5	42	Female	do	Ill health.	6 do	do	1 yr 1 mth	do	Improved	Periodical.	
7294	do 9	17	Male	Single	Epilepsy.	24 do	do	1 yr 1 mth	do	Not improved		do
7295	do 11	54	Female	Married	Domestic trouble.	6 do	do	1 yr 1 mth	do	Improved	do	do
7296	do 12	32	Male	Single	Unknown.	1 month	Private Bond	7 mths 19 dys	Discharged	do		do
7298	do 14	24	do	do	do	8 years	Probate Court	1 yr 1 mth	Remains	Not improved		Homicidal.
7299	do 18	17	Female	do	Typhoid fever.	1 week	do	5 mths 15 dys	Discharged	Recovered		

1865	1866	Age	Sex	Marital	Occupation	Duration	Probate Court	Discharge	Old Age	Periodical
7303	Aug. 23	59	Male	Widower	Unknown,	3 years	Probate Court	1 mth 25 dys	Died	Homicidal.
7304	Aug. 24	32	Female	Single	Unknown,	2 months	do	7 mths 4 dys	Discharged	Periodical.
7305	do 24	40	Male	do	Masturbation,	12 years	Board of S. C.	1 yr 1 mth	do	do
7306	Sept. 1	70	Male	Widower	Ill health,	14 do	Private Bond	6 mths 9 dys	Discharged	Suicidal.
7307	do 1	26	Female	Married	Unknown,	14 do	The Overseers	3 mths 11 dys	Died	do
7308	do 1	61	Male	Single	Ill health,	14 years	Private Bond	1 yr 1 mth	do	Suicidal.
7309	do 2	17	Male	Married	Unknown,	1 month	Probate Court	1 yr 1 mth	do	do
7310	do 2	67	Male	Single	do	5 months	do	1 yr 28 dys	do	Hereditary.
7311	do 2	28	Male	Married	Intemperance,	1 week	Private Bond	2 mths 13 dys	Discharged	do
7312	do 4	30	Female	Single	Unknown,	1 month	Probate Court	1 yr 23 dys	do	Homicidal.
7313	do 7	21	Female	Single	do	1 month	The Overseers	1 mth 25 dys	Discharged	do
7314	do 9	21	do	do	do	1 do	Probate Court	6 mths 6 dys	do	do
7315	do 16	21	do	do	Turn of life,	3 months	do	14 dys	do	do
7316	do 18	49	do	Married	Ill health,	14 years	Private Bond	7 mths 5 dys	do	do
7317	do 19	38	do	do	Turn of life,	13 do	do	3 mths 2 dys	do	Periodical.
7318	do 19	60	do	Single	Ill health,	1 month	Probate Court	1 yr 9 dys	Remains	do
7319	do 21	61	Male	Married	Fear of poverty,	6 months	The Overseers	7 mths 12 dys	Discharged	do
7320	do 21	81	do	do	Ill health,	1 month	Probate Court	1 mth 16 dys	do	do
7321	do 26	63	Female	Single	Delirium tremens,	1 week	do	6 mths 4 dys	do	do
7322	do 27	27	Male	do	Unknown,	2 do	do	1 mth 10 dys	do	do
7323	do 28	48	do	Married	Ill health,	10 years	Private Bond	1 mth 22 dys	Died	Period. and Homi.
7324	do 28	27	Female	do	Epilepsy,	10 months	Probate Court	6 mths 28 dys	do	do
7325	do 28	42	Male	do	Ill health,	3 do	do	2 mths 16 dys	do	Periodical.
7326	Oct. 1	37	do	Single	do	10 years	do	8 mths 25 dys	do	do
7327	do 3	37	Female	do	Imbecile,	2 weeks	do	7 mths 16 dys	do	do
7328	do 4	38	Male	Married	Ill health,	6 months	The Overseers	9 mths 18 dys	do	do
7329	do 5	38	do	do	Epilepsy,	1 month	Private Bond	7 mths 20 dys	do	Homicidal.
7330	do 7	25	Female	Single	Ill health,	1 year	Probate Court	2 mths 3 dys	do	Periodical.
7331	do 7	80	Male	Widow	Old age,	6 weeks	Private Bond	2 mths 26 dys	do	do
7332	do 9	27	Male	Married	Sun stroke,	6 years	Probate Court	2 mths 10 dys	do	Suicidal.
7333	do 9	27	Female	do	Injury of head,	1 week	Private Bond	29 dys	Died	do
7334	do 12	33	Female	Single	Ill health,	1 do	Probate Court	11 mths 9 dys	Remains	Periodical.
7335	do 13	25	Male	Married	Death of father,	1 do	do	6 mths 13 dys	Died	do
7336	do 14	60	Male	do	Ill health,	4 months	Com. of Lun.	do	do	do
7337	do 23	23	do	Single	Masturbation,	1 year	Private Bond	do	do	do
7338	do 23	76	Female	Widow	do	3 months	do	do	do	do
7339	do 23	67	Female	Single	Paralysis,	do	do	do	do	do
7340	do 24	55	Male	Single	do	do	do	do	do	do

TABULAR VIEW—Continued.

No.	Time of Admission.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Suicidal. Hereditary.	Homicidal. Periodical.
7841	1865 Oct. 24	23	Female	Single	Epilepsy.	5 years	Probate Court	11 mths	Remains	Not improved		
7842	do 25	33	Male	do	Ill health.	6 months	do	11 mths	do	Improved		
7843	do 27	21	Female	do	Unknown.	1 month	do	3 mths	Discharged	Recovered		
7844	do 30	31	Male	do	Masturbation.	3 years	The Overseers	6 mths	Died	Marasmus		
7845	Nov. 2	60	do	do	Unknown.	1 week	Private Bond	6 mths	Discharged	Recovered		
7846	do 3	72	Female	Widow	Old age.	2 weeks	Probate Court	2 mths	do	do		
7847	do 4	34	Male	Married	Intemperance.	1 week	do	20 yrs	do	do		
7848	do 5	70	Female	Married	Paralysis.	3 years	do	4 yrs	Died	Exhaustion		
7849	do 6	33	Female	Widow	Injury to head.	Unknown	Superior Court	10 mths	Remains	Improved		do
7850	do 7	38	Male	Married	Paralysis.	2 months	Private Bond	9 yrs	Discharged	do		
7851	do 7	29	do	do	Intemperance.	8 do	Board of S. C.	10 mths	Remains	do		
7852	do 8	60	do	Single	Masturbation.	9 years	Probate Court	14 yrs	Discharged	do		
7853	do 8	47	do	Married	Unknown.	6 weeks	do	6 mths	do	Recovered		
7854	do 9	20	Female	do	Puerperal.	1 week	Private Bond	26 yrs	do	do		
7855	do 11	36	Male	do	Intemperance.	2 weeks	Probate Court	24 yrs	Died	Exhaustion		
7856	do 11	24	do	Single	Masturbation.	3 months	do	11 mths	Remains	Improved	Suicidal.	Homicidal.
7857	do 11	55	do	Married	Ill health.	6 do	Private Bond	1 mth	Discharged	do	do	Periodical.
7858	do 13	52	Female	do	Intemperance.	6 do	do	5 mths	do	do	do	do
7859	do 14	33	do	do	Puerperal.	6 do	Com. of Lun.	2 mths	do	Recovered	do	do
7860	do 16	24	do	do	Intemperance.	1 week	Probate Court	1 mth	do	Improved	do	do
7861	do 17	64	do	do	Ill health.	8 weeks	do	4 mths	do	do	do	do
7862	do 18	35	do	do	Jealousy.	3 years	do	1 mth	do	Not improved	Homicidal.	
7863	do 18	78	Male	Widower	Old age.	5 do	Private Bond	2 mths	do	Recovered	Suicidal.	
7864	do 20	42	do	Married	Unknown.	2 weeks	Probate Court	7 mths	do	do		
7865	do 22	34	Female	do	Puerperal.	10 do	Private Bond	8 mths	do	Improved		
7866	do 23	62	Male	do	Paralysis.	1 month	The Overseers	11 mths	Died	Paralysis		
7867	do 24	41	do	do	do	3 weeks	Probate Court	6 mths	Remains	Not improved		do
7868	do 24	55	Female	do	Unknown.	10 do	Private Bond	9 mths	Discharged	Improved		
7869	do 25	50	Male	do	Domestic affliction.	5 years	Probate Court	2 mths	do	do		
7870	do 25	65	do	do	Unknown.	6 weeks	Private Bond	2 mths	Died	Marasmus	do	

1866	Male	Female	Single	Married	Ill health,	7 months	Probate Court	3 mths 19 dys	Remains	Not improved	Hereditary.
7515 June 12	do	do	Single	Married	Paralysis,	3 years	do	3 mths 19 dys	do	Improved	Hereditary.
7516 do 15	do	do	Single	Married	Ill health,	3 years	do	3 mths 16 dys	do	Not improved	do
7517 do 16	do	do	Single	Married	Puerperal,	4 months	do	3 mths 16 dys	do	Improved	Suicidal.
7518 do 15	do	do	Single	Married	Puerperal,	6 weeks	The Overseers	3 mths 10 dys	Discharged	Recovered	do
7519 do 16	do	do	Single	Married	Puerperal,	9 months	Probate Court	2 mths 17 dys	Died	Man. Exha'n	do
7521 do 18	do	do	Single	Married	Ill health,	3 weeks	The Overseers	3 mths 13 dys	Remains	Improved	do
7522 do 18	do	do	Single	Married	do	4 weeks	Probate Court	2 mths 8 dys	Discharged	Recovered	do
7523 do 20	do	do	Single	Married	Intemperance,	1 week	do	3 mths 10 dys	Remains	Improved	do
7524 do 22	do	do	Single	Married	Masturbation,	1 month	Private Bond	1 mth 6 dys	Died	Exhaustion	do
7525 do 23	do	do	Single	Married	do	1 do	Probate Court	3 mths 8 dys	Remains	Improved	do
7526 do 24	do	do	Single	Married	Intemperance,	1 week	do	2 mths 22 dys	Died	Dis. of heart	do
7527 do 25	do	do	Single	Married	Ill health,	2 weeks	do	1 mth 16 dys	do	Consumption	do
7528 do 25	do	do	Single	Married	Ill health,	2 do	do	3 mths 4 dys	Remains	Improved	do
7529 do 27	do	do	Single	Married	Domestic trouble,	6 years	do	3 mths 3 dys	Discharged	Recovered	do
7530 do 27	do	do	Single	Married	Paralysis,	1 week	do	1 mth 3 dys	Remains	Not improved	do
7531 do 28	do	do	Single	Married	Ill health,	7 years	do	3 mths 2 dys	do	Improved	do
7532 do 29	do	do	Single	Married	Epilepsy,	1 week	do	3 mths 2 dys	Remains	Exhaustion	do
7533 do 29	do	do	Single	Married	Unknown,	6 months	do	3 mths 1 dy	do	Improved	Hereditary.
7534 do 29	do	do	Single	Married	Domestic trouble,	2 do	do	3 mths 6 dys	Discharged	Recovered	do
7535 do 29	do	do	Single	Married	Ill health,	6 years	do	1 mth 3 dys	Remains	Improved	do
7536 do 30	do	do	Single	Married	Unknown,	1 week	do	3 mths 3 dys	Remains	Not improved	do
7537 do 30	do	do	Single	Married	Fright,	10 years	Private Bond	1 mth 3 dys	Discharged	Recovered	do
7538 July 1	do	do	Single	Married	Intemperance,	3 weeks	Probate Court	2 mths 23 dys	Remains	Not improved	do
7539 do 1	do	do	Single	Married	Unknown,	6 months	do	12 dys	Died	Man. Exha'n	do
7540 do 3	do	do	Single	Married	Ill health,	4 days	do	2 mths 29 dys	Remains	Improved	do
7541 do 3	do	do	Single	Married	Masturbation,	1 week	do	2 mths 27 dys	do	do	do
7542 do 3	do	do	Single	Married	Turn of life,	2 weeks	do	2 mths 27 dys	do	do	do
7543 do 5	do	do	Single	Married	Masturbation,	2 months	do	2 mths 25 dys	do	do	do
7544 do 5	do	do	Single	Married	Intemperance,	2 weeks	do	2 mths 23 dys	do	do	do
7545 do 7	do	do	Single	Married	Unknown,	2 do	do	2 mths 23 dys	do	do	do
7546 do 9	do	do	Single	Married	Domestic trouble,	4 years	Gov. Order	2 mths 23 dys	do	do	do
7547 do 9	do	do	Single	Married	Unknown,	2 do	Probate Court	2 mths 21 dys	do	do	do
7548 do 10	do	do	Single	Married	Bathing in cold water,	1 month	do	2 mths 20 dys	do	Not improved	do
7549 do 11	do	do	Single	Married	Pecuniary trouble,	3 years	Private Bond	2 mths 18 dys	do	Improved	do
7550 do 12	do	do	Single	Married	Ill health,	6 do	The Overseers	2 mths 18 dys	do	do	do
7551 do 14	do	do	Single	Married	do	2 weeks	Probate Court	2 mths 15 dys	do	do	do
7552 do 17	do	do	Single	Married	do	2 weeks	Probate Court	2 mths 15 dys	do	do	do

LUNATIC HOSPITAL AT WORCESTER.

No.	Time of Admission.	Age when admitted.	Sex.	Civil condition.	Supposed Cause.	Duration before admission.	By whom committed.	Time spent in Hospital.	Discharged or Remaining.	In what state.	Suicidal. Hereditary.	Homicidal. Periodical.
7553	July 18	15	Female	Single	Menorrhagia.	6 months	Probate Court	3 mths 14 dys	Remains	Improved		
7554	do 18	55	do	Married	Domestic trouble,	1 year	do	3 mths 14 dys	do	do	Hereditary.	
7555	do 19	26	do	do	Ill health,	5 months	Private Bond	2 mths 10 dys	Discharged	do	do	
7556	do 19	29	Male	Single	Unknown,	2 weeks	Probate Court	2 mths 13 dys	Remains	do	do	
7557	do 20	61	Female	Widow	Ill health,	6 months	Private Bond	2 mths 11 dys	do	do	do	
7558	do 21	19	do	Single	Unknown,	1 month	Probate Court	2 mths 10 dys	do	do	do	
7559	do 23	41	do	Married	Ill health,	6 months	The Overseers	2 mths 9 dys	do	do	do	
7560	do 23	15	do	Single	Masturbation,	6 do	Probate Court	2 mths 9 dys	do	do	do	
7561	do 25	27	do	Married	Puerperal,	3 do	do	15 dys	Discharged	Recovered		
7562	do 25	24	Male	Single	Excessive labor,	2 years	do	2 mths 6 dys	Remains	Improved		
7563	do 27	27	do	do	Unknown,	2 do	do	2 mths 5 dys	do	Not improved		
7564	do 27	36	Female	do	Ill health,	6 months	do	2 mths 5 dys	do	Improved		
7565	do 30	35	do	Married	Epilepsy,	1 year	Private Bond	2 mths 2 dys	do	Not improved		
7566	do 31	38	Male	Widower	Intemperance,	2 weeks	Probate Court	2 mths 1 dy	do	Improved		
7567	Aug. 1	55	Female	Single	Death of mother,	2 months	Private Bond	17 dys	Discharged	Recovered		
7568	do 2	73	Male	Widower	Old age,	1 year	The Overseers	1 mth 30 dys	Remains	Not improved		
7569	do 3	46	Female	Married	Unknown,	2 weeks	Superior Court	1 mth 29 dys	do	do		Periodical.
7570	do 4	59	do	do	Ill health,	3 months	Probate Court	5 weeks	Discharged	Recovered	do	
7571	do 7	63	do	Widow	Domestic trouble,	3 years	Private Bond	1 mth 25 dys	Remains	Improved		
7572	do 7	63	do	Married	Ill health,	6 months	Probate Court	1 mth 23 dys	Died	Exhaustion		
7573	do 8	42	Male	do	Unknown,	1 week	Probate Court	1 mth 24 dys	Remains	Improved	Suicidal.	
7574	do 8	16	do	Single	Epilepsy,	15 years	do	1 mth 24 dys	do	Not improved		
7575	do 9	46	Female	Widow	Unknown,	1 week	The Overseers	1 mth 23 dys	do	Improved		
7576	do 11	47	Male	Single	Intemperance,	2 years	Board of S. C.	1 mth 11 dys	Discharged	do		
7577	do 13	35	Female	Married	Gestation,	3 months	Probate Court	1 mth 19 dys	Remains	do		
7578	do 13	30	do	do	Intemperance,	1 1/2 years	do	1 mth 19 dys	do	do		
7579	do 15	25	Male	Single	Ill health,	1 week	do	1 mth 17 dys	do	Not improved		
7580	do 16	45	Female	Married	do	4 months	do	21 dys	Discharged	Improved		
7581	do 16	76	do	Widow	do	4 do	do	16 dys	Remains	Not improved		
7582	do 20	40	Male	Single	Intemperance	6 do	do	24 dys	Discharged	Improved		

1866	Periodical.	Suicidal.	Improved	Discharged	24	1	Private Bond	3	Ill health,	Single	Male	1866
7586 Aug. 27	Not improved	do	Improved	24 dys	1 mth	Private Bond	3 months	do	do	Single	do	65
7587 do 27	Exhaustion	do	do	5 dys	1 mth	do	1 year	do	do	do	Female	27
7588 do 31	Improved	do	do	25 dys	1 mth	do	2 years	do	do	Married	do	39
7589 Sept. 1	do	do	do	do	1 mth	do	2 months	do	Puerperal,	Single	do	35
7590 do 1	Not improved	do	do	27 dys	do	do	1 month	do	Unknown,	do	do	25
7591 do 4	do	do	do	26 dys	do	do	19 years	do	do	do	Male	47
7592 do 6	Improved	do	do	25 dys	do	The Overseers	8 months	do	Turn of life,	do	do	81
7593 do 6	Not improved	do	do	25 dys	do	Private Bond	1 month	do	Hard work,	Single	do	45
7594 do 6	Improved	do	do	24 dys	do	Private Bond	4 years	do	Masturbation,	do	do	99
7595 do 7	do	do	do	24 dys	do	do	18 months	do	do	do	Male	17
7596 do 7	do	do	do	24 dys	do	Probate Court	3 weeks	do	Ill health,	Married	Female	36
7597 do 7	do	do	do	24 dys	do	do	1 day	do	Intemperance,	do	do	31
7598 do 7	Not improved	do	do	21 dys	do	do	2 months	do	do	do	Male	35
7599 do 10	Improved	do	do	19 dys	do	do	1 month	do	do	Single	do	45
7600 do 12	Not improved	do	do	18 dys	do	Private Bond	1 do	do	Masturbation,	Married	Female	22
7601 do 13	do	do	do	18 dys	do	do	12 months	do	Scrofula,	Single	do	25
7602 do 13	Improved	do	do	18 dys	do	Probate Court	6 months	do	Paralysis,	do	do	41
7603 do 13	do	do	do	15 dys	do	do	2 do	do	Intemperance,	Single	do	30
7604 do 13	do	do	do	15 dys	do	do	5 years	do	Unknown,	Married	do	40
7605 do 15	Recovered	do	do	4 dys	do	do	1 week	do	Intemperance,	do	do	39
7606 do 15	do	do	do	14 dys	do	Private Bond	2 weeks	do	do	do	do	38
7607 do 17	Improved	do	do	13 dys	do	do	3 months	do	Unknown,	Single	do	56
7608 do 18	Not improved	do	do	12 dys	do	Probate Court	8 do	do	Ill health,	do	do	32
7609 do 19	Improved	do	do	11 dys	do	do	2 years	do	do	Married	do	35
7610 do 20	do	do	do	10 dys	do	do	1 week	do	Intemperance,	Single	do	50
7611 do 21	do	do	do	7 dys	do	do	3 years	do	do	do	do	60
7612 do 24	Not improved	do	do	5 dys	do	Private Bond	1 month	do	Unknown,	Single	Female	36
7613 do 26	Improved	do	do	1 dy	do	Probate Court	2 weeks	do	Ill health,	do	Male	46
7614 do 30	Not improved	do	do	do	do	do	do	do	do	Married	do	46

Homicidal
Hereditary and Suicidal.

Homicidal.

Periodical.

The table of causes gives various particulars regarding bodily and mental condition and health of the patients at the time of their admission to the hospital. Very few were in general good health and fair bodily condition when committed to our care. In eighty-six cases their health was injured, their condition reduced, and in a large majority of the remaining cases, their health indifferent and their general condition indicative of danger to life. And in all these cases, the mental condition was aggravating their bodily lesions. In some, this alone was connected with the derangement of the general health; but there were various other diseases complicating many of the cases, as epilepsy, paralysis, hysteria, mania, cerebral and spinal congestion and irritation, dyspepsia, uterine diseases, and diseases of the heart, and disordered conditions of the liver.

In many such cases, when insanity is dependent on organic disease, we can expect to do but little more than palliate the symptoms. There is no hope of recovery. Appropriate treatment may, and often does, retard the progress of disease, mental and bodily, and the patients may even enjoy sufficient tranquillity of mind to enable them to arrange their affairs and give such advice and direction as they would before their illness have wished.

There is also a class of cases depending on shocks to the nervous system, which are productive of insanity, and in these there are attendant bodily derangements which require the aid of the physician to promote removal.

Another class of patients, with broken constitutions and various chronic degenerations, whose mental faculties are completely destroyed, are often sent to end their days in the hospital; namely, those incapacitated by old age—the time of life at which this occurs varying with each individual. We are sent who have inherited a low mental organization, who, at an early period of life, break down and become helpless, and dependent on others for the performance of the office of daily life.

Another large class are those who are the subjects of epilepsy, which, in its progress, induces complete prostration of the mental faculties with some, and with others a great irrita-

Of the medical treatment we have still less to say than of the moral. That occasional cathartic tonics and a moderate use of stimulants constitute the bulk of our materia medica is true, but these are comparatively little used, and yet, whenever any physical reason exists for the administration of any medicine, it is generally freely used. Cathartics and tonics are perhaps more frequently used than all other medicines. A generous use of nourishing food and a discreet use of tonics and stimulants seems to be imperatively demanded by all the feeble and nearly all chronic cases. Declining health and strength must be sustained; the feeble powers of digestion and assimilation must be provoked and supplied.

But cathartics always enter somewhat largely into the medical treatment of the insane. Perhaps we do not fully understand the close relation existing between the brain and the bowels. No doubt, much of the uneasiness and morbid sensibility which so many of our patients suffer—that condition which cannot be cheered by hope or diverted by pleasure is frequently nothing more than the natural result of morbid sympathy existing between the morbid condition of the alimentary canal and the brain.

Humiliating it is, and must be, to admit the frailty of the human mind to such a degree that a slightly overtasked stomach or morbid condition of the bowels will cloud all his worldly pleasures and render him dissatisfied with life and all its blessings, make him suspicious of his friends and jealous of his own household, but it cannot be denied; and the cure of that disorder often depends on the state of the imagination, so often observed in this class of patients, and their restoration to the best state of mind may often be brought about by the means directed to the diseased state of the stomach and bowels, particularly if coupled with cheerful out-of-door exercise and companionship.

The process may be slow, but if perseveringly followed, it will generally be crowned with success.

The mortality of the year, as is elsewhere shown, was at the rate of ten per cent. on the average number of patients in the hospital during the year; and calculated on the total number under treatment, six per cent. For the male patients, frequently happens, the rate was considerably high.

for hospital treatment—allusion is now made to the feeble aged—those who suffer from no undue excitement, who are neither homicidal nor suicidal, and who do not require extraordinary plans for safety and security.

There have been committed during the year nine patients each more than seventy years of age, and two of whom were more than eighty years old, and three others between three and seventy years of age. In some of these cases friends and guardians readily admitted that the patients were brought here to spend the remnant of their days. Of course no treatment can be of much service to such patients. The attention to hygienic rules is all that can be suggested. They come to us in the last stages of declining health, “when the best years have come in which they have no pleasure.” Worn out by the cares and trials of a long life, and it may be by pain and suffering, they are objects of incessant care and anxiety, and become burdens to their families and friends. When at last they are brought to the hospital, the fatigue of the journey frequently destroys their little remaining strength, and they sink and die at once. If not, the new and strange surroundings, the absence of familiar faces, the loss of comfort, the well-known easy chair, the old cozy room and bed, the unaccustomed food, and above all the kind offices of the faithful physician, give such a shock to their sensibilities as to make them objects of the utmost pity. There is great impropriety in committing this class to our care. They cannot recover in any circumstances, and but seldom improve. Kindness, sympathy, humanity, dictate that their waning existence should be made cheerful and attractive by all the delicate attention which home, family and friends.

Articles made in the Sewing-Rooms during the Year.

Aprons,	63	Collars,	
Bed-Spreads,	41	Curtains,	
Bed-Ticks,	111	Drawers, pairs of, . .	
Blankets,	15	Dresses,	
Bags,	21	Edging, yards of, . .	
Carpets,	4	Frocks,	
Chemises,	170	Handkerchiefs,	
Coats,	7	Hose and Socks, pairs of, .	

Articles made in the Shops—Concluded.

Screw-Drivers,	6	Mattresses,	
Set of Shelves,	2	Pillows,	
Pair of Shafts,	1	Rabbit Planes,	
Table-Legs,	4	Turning Lathe,	
Tool Handles,	30	Roof Sashes,	
Watch-Chains,	4	Wardrobes,	
Patterns,	10	Whiffletrees,	
Writing-Desks,	2	Barrel-Covers,	
Picture-Frames,	25	Walking-Sticks,	
Gimlets,	2	Buckets,	
Horse Wagon,	1	Brackets,	
Stone Boats,	1	Mop-Sticks,	
Hand Carts,	2	Windows glazed,	
Iron Rods,	20	Models,	
Knife-Blades,	18		

Articles repaired in the Shops.

Bedsteads,	25	Iron Bars,	
Brass Rings,	12	Knives,	
Boots, pairs of,	12	Pen-Knives,	
Boxes,	12	Lounges,	
Bureaus,	18	Lanterns,	
Blinds,	24	Pails,	
Brooms,	6	Parasols,	
Chairs,	130	Razors,	
Clocks,	6	Rakes,	
Coffee-Pots,	18	Saws,	
Chisels,	12	Shaft-Wheel,	
Crickets,	3	Stands,	
Flower-Stands,	3	Settees,	
Flat-Irons,	■	Scissors,	
Frames,	20	Sofas,	
Boots Ironed, pairs of,	6	Sleigh,	
Looking-Glasses,	12	Sleds,	
Horse Wagon,	1	Sashes,	
Ox Wagons,	2	Tubs,	
Hoes,	12	Tables,	

PUBLIC DOCUMENT—No. 22.

Articles repaired in the Shops—Concluded.

.	.	.	25	Lock Keys,	.	.
.	.	.	1	Book-Cases,	.	.
.	.	.	6	Hay-Forks,	.	.
.	.	.	2	Hand-Cart,	.	.
ds,	.	.	50	Saws filed,	.	.
.	.	.	82	Chains,	.	.
ws,	.	.	6			

TABLE

Showing the Number of Days' Work of Patients and where performed, for the Year ending September 30, 1866.

PLACE OF LABOR.	OCTOBER.		NOVEMBER.		DECEMBER.		JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPTEMBER.		Totals for Year.
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	
Kitchen,	60	57	53	61	60	61	62	64	60	61	67	62	66	61	79	89	64	62	100	99	102	104	111	100	2,168
Bakery,	71	-	62	-	70	-	68	-	61	-	69	-	65	-	71	-	68	-	82	-	91	-	91	-	854
Laundry,	190	270	140	203	150	267	160	300	150	370	120	321	141	279	150	375	140	208	140	275	150	272	139	300	5,061
Dressing Rooms,	-	426	-	450	-	461	-	500	-	475	-	426	-	490	-	461	-	475	-	440	-	460	-	480	5,472
Furn.,	500	-	411	-	426	-	300	-	220	-	210	-	273	-	511	-	530	-	541	-	451	-	429	-	4,706
Yards and Gardens,	39	-	31	-	60	-	46	-	55	-	60	-	51	-	90	-	90	-	101	-	90	-	101	-	971
Shops,	150	-	145	-	161	-	211	-	217	-	300	-	301	-	280	-	200	-	219	-	220	-	210	-	2,694
In Wards,	251	380	276	411	279	378	367	431	373	411	261	369	289	369	297	411	291	373	274	367	277	411	267	401	5,113
Totals,	1301	1162	1197	1207	1126	1207	1149	1214	1065	1237	1106	1177	1241	1189	1497	1286	1412	1212	1457	1291	1400	1247	1408	1281	20,029

PUBLIC DOCUMENT—

Products of the Farm

.	.	.	.	.	20 bt
.	.	.	.	.	20 bu
.	.	.	.	.	4 "
.	.	.	.	.	25 "
.	.	.	.	.	200 "
.	.	.	.	.	10 "
.	.	.	.	.	75 "
3,	.	.	.	.	5 "
.	.	.	.	.	80 "
.	.	.	.	.	300 "
.	.	.	.	.	800 "
.	.	.	.	.	3,800 "
.	.	.	.	.	200 "
zel,	.	.	.	.	1,800 "
.	.	.	.	.	1,500 "
.	.	.	.	.	5 ton
.	.	.	.	.	20 bu
.	.	.	.	.	15 bt
.	.	.	.	.	1,000 bu
.	.	.	.	.	3,000 lb
.	.	.	.	.	80 to
.	.	.	.	.	3
.	.	.	.	.	50,000 qt
.	.	.	.	.	11,987 lb
.	.	.	.	.	2,229 "

Products of the farm have been
 e, and the crops were grown
 paid labor. The usual am
 in reclaiming lands, in drainin
 encing and transplanting tree
 of ways, the value of the esta
 e to ornament and improve
 sant and attractive. The o
 speedily abandoned, and the sp
 shrubbery, thus widening the l
 oyment of patients has, as in

considerable attention, and but few of those able to labor safe to be trusted with tools are found unwilling to engage in some sort of occupation. Many of those employed, however, are both physically and mentally incapable of any great exertion. The little they do is for their own good and not for the benefit of the hospital. By steady employment in light and cheerful labor they are prevented from sinking lower in the power of body and mind, their feelings of self-respect are kept up, and active, and their habits of usefulness prolonged.

Among our patients there are comparatively few mechanics, and the several shops and work-rooms, when used at all, are occupied mostly by persons not trained to any trade or profession, which can at present be pursued here without adding very considerably to the current expenses of the institution. It is hoped that the time is not far distant when tradesmen might be employed for the care and instruction of certain classes of patients, and they be trained to some degree of skill in their various mechanical callings. Such an enterprise would involve the expense of two or three additional men of tact and skill to manage and carry on whatever work was begun.

No kind of labor, however, is so beneficial to the male patients in a great majority of cases, or so useful to the hospital, as the cultivation of the farm and the care of the farm stock. The exercise in the open air, the apparent freedom enjoyed in this kind of labor, calling into play nearly all the muscles of the body, imperceptibly improves their condition and promotes their recovery. Then, too, the deep interest some take in the progress of the operations in which they are engaged, and the great pleasure others enjoy in caring for the various animals kept upon the farm, aid very much in restoring their minds to a normal condition.

The female patients are perhaps sufficiently employed in sewing, cooking, washing, and the various household duties incident to a large and crowded hospital, and their labor is regulated to something like system.

The sewing-rooms have each their cheerful company of workers. The ironing-room always presents a scene of activity, and is daily filled with nearly the same group, except as new patients then one recovers her health and leaves for home. The laundry and kitchens have their own assistants from the wards.

which they depend, and without which they could not well succeed.

That labor of course is most useful to the hospital which it needs for its own assistance and support. How much is accomplished in this direction will be best illustrated by a reference to the accompanying tables. But the cultivation of a few acres of land, the growing of some small crops, the making or repairing of a few useful articles, is the least of all possible benefits to the insane. In another point of view, however, these little matters assume a large importance. Cheerful labor, especially in the open air, does much towards restoring the insane to health. It banishes harassing doubts and perplexities, dissipates distressing delusions and brings quiet to the troubled mind and sleep to wakeful eyes. In providing occupation for the insane, the healthy powers of the mind are brought into activity, and thus the diseased faculties are afforded tranquillity and repose. It is not enough, however, to provide the means for labor alone, nor is it sufficient to combine intellectual and manual labor. In the care and treatment of the insane nothing should be omitted, no means should be withheld which will have the slightest tendency to draw back the intellectual faculties to their best estate. The only way in which this can be accomplished is by operating upon the healthy faculties, and thus avoid irritation and excitement. It is not enough that we buy books and newspapers, pictures and maps; patients must be induced to read and examine. It is not sufficient that you open music rooms and billiard rooms; patients must play regularly and systematically. They must have not only work and play, but they must also have some daily mental exercise suited to their capacity and their normal taste. Patients must not be suffered to lounge about the wards, gradually losing both bodily and mental tone and vigor, and becoming daily more and more indifferent to all about them save, perhaps, the quality and quantity of their food. The poor lunatic is disinclined to mental or manual labor because his mind is pre-occupied by diseased fancies; still he is alive to the stimulus of emulation, rewards and punishments, and can be acted upon through the remaining healthy faculties. But how? By increased facilities for various kinds of labor in workshops, with skilful tradesmen; by more extensive farming operations, and by a greater

LUNATIC HOSPITAL AT WORCESTER.

riety and abundance of opportunities to engage in the
all occupations; by giving out small parcels of ground
as desire it, for their own special cultivation and manage-
ment, and thus securing to that class the boon of occupa-
tion without irritation or fatigue; by lectures, by reading and
conversation clubs; by cheerful, well-furnished apartments,
greenhouses and conservatories; and by all the means of pleasure
and profit which ingenuity can devise and labor can achieve;
but, above all, by well-trained, competent and thoughtful
devoted assistants in every department, who will reliably
fulfill every obligation, and give certainty and efficiency to
the operations of the institution; who will respect the feelings
and anticipate the wants and obey the calls of the weakest
and feeblest as well as the most cheerful and companionable
under their charge; who will, by patient attention, give
courage and strength to the most wayward, by kind and approving
deeds give courage and strength to the faltering; and who, by
perseverance, so cheerfully and kindly restrain the vicious
that the restraint will be deprived of its horror and abuse.

It will be remembered that I have expressed in former
reports my hopes and fears upon this subject. During the last
year a plan has been put in operation by which some effort
has been made to give to the attendants some special information
of the peculiar duties and responsibilities of their position.
It is to be hoped, if health and strength does not fail, that we
shall be able, by lectures and familiar conversation upon
these topics, to explain the nature of their duties and obligations,
and assist in raising them to an appreciation of their responsibility,
and to a capacity to discharge with fidelity and diligence
the duties imposed on them. In their familiar conversations
on the various phases of insanity have been spoken of, and
relations of the insane to the community, to the family,
to friends, and to the hospital and to the attendants, were
discussed so far as could be of use to the hearers. Moral treatment,
so far as it is dependent upon impressions received from
the attendants, the influence of pleasing sights, of kind
and gentle manners, of forgiving dispositions, has been
discussed with much freedom.

The great object being to impress the understanding and
to awaken the sympathies and affections by showing that in

t which I have hinted in many former annual reports, that is, new and improved accommodations for the insane, in which they can be comfortably cared for and successfully treated.

It will be remembered that mention was made of a plan which seemed desirable, and which it is believed the trustees of the hospital could carry out without difficulty and without increasing the State in any great expense. It does not seem proper to make any undue haste in the matter, and it is hardly desirable to take steps at present beyond a fair consideration of the question. The plan is simply this: to put into the market at a future time certain lands belonging to the hospital and the buildings now stand, occupying the same until removed to some more desirable locality upon an improved plan. The lots, about twenty-five acres, have been appraised for three-fourths of a succession for about one hundred thousand dollars, and the buildings and eighty-five acres of most desirable land belonging to the hospital.

If we look carefully at the matter, we shall find that the lot upon which the hospital stands contains twelve acres, and at twenty-five cents per foot, would amount to the sum of three hundred and thirty thousand six hundred and eighty dollars. The lot upon which the stables stand contains four acres, and at fifteen cents per foot, would amount to the sum of six thousand one hundred and thirty-six dollars. Other lots adjacent to Mulberry and Pine Streets, containing ten acres, at ten cents per foot, would amount to the sum of four thousand five hundred and sixty dollars, making a total of three hundred thousand three hundred and seventy-six dollars. Adding all the building material, fixtures, furniture, stock and other property on the eighty-five acres of land in one lot nearly square, which is a pond of pure water and a well-grown grove of trees, the only objection being that it is high and difficult of access, it is within the mile circle of the city and three different roads can be shown to the highest point, which are not so strongly urged as to be difficult.

It is believed that within ten years from the present time the whole thing may be accomplished without asking for one dollar from the State treasury.

The age demands, the wants of the insane demand, your patrons demand, more extensive comforts, a better class of accommodations, an improved style of architecture, greater facilities for classification, treatment, recreation and amusement.

Could some plan like this be adopted a very great advance might be made upon any existing arrangements for the care and recovery of the insane. Will not Massachusetts, the State which is foremost in so many matters of public interest, consider the necessity and propriety of making, at so little cost, some new and improved arrangement for her most unfortunate children? Will she not be willing to create for the insane a model institution, when it can be done almost without cost?

In view of what the hospital has done, and may do with increased facilities, will she not, at some not far distant day, make the experiment? Is she willing to condemn the insane to small, inconvenient and crowded apartments, simply because, in such, life can be sustained at a less expense?

We hope to see, and believe the time will come, when we shall have in the heart of the Commonwealth a hospital for the insane; constructed upon the best plan for classification and treatment of the various mental disorders which affect the human race. When we shall have the centre building the hospital proper, with every facility for treating all cases of acute mania, and for all violent and dangerous, suicidal and troublesome cases, having every arrangement and convenience which skill and ingenuity can devise—large, airy sleeping and day rooms, improved facilities for bathing, perfect ventilation, cozy libraries, spacious parlors, convenient billiard and play rooms; and near by; a few plain, neat and substantial cottages, capable of accommodating a family of eight or ten quiet, harmless, industrious persons; and not far remote, two or three houses of more style and pretension, for a class of people found in every hospital, where they could live in a quiet family, devoting themselves to reading, writing, and the cultivation of gardens and such light occupations as their health would allow. All these houses would be under the charge of old and well trained attendants, who would there find inducements to remain and make the care of the insane a life business.

There would be, of course, the chapel and lecture-room in common. The laundry and bakery, the warming apparatus,

the engine house, the stables and farm buildings, all in common for the whole. The great benefit, it seems to us, derived from so wide a departure from all accustomed rules, is a near approach to the family system, and the kindly influence of home treatment. Could this system, or some similar one, be carried into operation, the insane would have all the comforts they now have, with the added advantage of the family system, to such as could be admitted to its enjoyments, home surroundings, and the enjoyment of many of the social comforts which make life pleasant. They would have also the advantage of well trained, educated nurses and attendants, whose business for life it would be to care for and sympathize with them. They would enjoy a more free and generous style of management, recreation and exercise, and more frequently, and with less restraint, mingle in the society of friends and relatives. In a word, all the enjoyments of life would be multiplied, and all the social endearments to a very great extent provided, without diminishing in any way the prospect of recovery, or increasing the labors of the institution.

All the plans for the amelioration of suffering described in former reports have been employed with vigor during the past year, and an increased effort has been made to carry out all measures to a greater extent, and multiply all facilities for similar purposes.

In this recapitulation of certain statements made in the annual report to your board, I desire only to present a summary of the most prominent reasons in favor of adopting, at an early future day, a new and improved plan for the care, custody and treatment of the insane of all classes, and I hope hereafter to be able to present the subject in such a manner as to attract your attention.

The usual recreations and amusements have all been conducted with unabated interest and vigor. The billiard room, reading rooms, libraries, and music room, afford the means for intellectual culture and occupation by the very generous supply of books, papers and periodicals which are to be found in them. Some slight additions have been made to the library, and one hundred and fifty newspapers find their way weekly to the wards and reading rooms.

2 LUNATIC HOSPITAL AT WORCESTER.

llen, for his timely and judicious assistance, and s
e chapel desk for a large part of the year.

It is my duty as well as pleasure to record my sens
onal obligation to the other resident officers and assist
ave faithfully carried out all my plans, and devoted
dves wholly to the interest of the institution; but e
n I indebted to the Steward and Treasurer, D. W. B
y assistants, Joseph Draper, M. D., and John R. Lee
id my Supervisors, Marshall S. Greene and Miss
Williams, for their kindness and perseverance, and
evotion to the interests of the hospital during my ill

MONDAY

For the kindness, assistance, forbearance, cordial
id support I have at all times received from each in
ember of your board, allow me to renew the exp
y deep sense of gratitude.

I beg to congratulate you on the retrospect of the y
as been one of prosperity, and, we fondly hope, of
aring which great good has been accomplished, muc
g alleviated, and many happy recoveries effected.

With renewed confidence in the strength of Him
istained us amid the labors of the past, we cheerfu
ence the duties of another year, trusting that by his
e may perform them well.

MERRICK B

WORCESTER LUNATIC HOSPITAL, }
WORCESTER, Oct. 1, 1866. }

METEOROLOGICAL OBSERVATIONS—OCTOBER, 1865.

Moon's Phase.	BAROMETER.			CLOUDS.		WIND.			RAIN AND SNOW.			REMARKS.
	Cor. and Red. to 32°.			10—covered.		Direction and Force.			Inches Rain & Melted Snow.			
	7 A. M.	2 P. M.	9 P. M.	7 A. M.	7 P. M.	7 A. M.	2 P. M.	9 P. M.	Hour Began.	Hour Ended.	Inches Rain & Melted Snow.	
1	60	71	63	2	3	N. W.	S. W.	S. W.	-	-	-	Fair weather.
2	58	68	58	2	3	S. W.	S. W.	S. W.	-	-	-	Fair weather.
3	48	65	54	0	3	N. W.	S. N.	N. E.	-	-	-	Fair weather; frost.
4	46	48	46	9	4	N. E.	N. E.	N. E.	-	-	-	Cloudy.
5	42	56	48	10	10	N. E.	N. E.	N. E.	-	-	-	Cloudy.
6	42	60	50	2	2	N. E.	N. W.	N. W.	-	-	-	Fair weather.
7	46	67	63	1	2	N. W.	N. W.	S. W.	-	-	-	Fair weather; frost.
8	55	66	64	10	10	N. E.	N. W.	N. E.	-	-	-	Rainy.
9	54	64	58	6	7	N. W.	N. E.	N. E.	4 1/2 a. m.	4 1/2 p. m.	.27	Fair weather.
10	57	67	55	2	2	N. W.	N. W.	N. W.	-	-	.19	Shower; aurora.
11	43	60	50	0	0	N. W.	N. W.	N. W.	1 p. m.	2 p. m.	-	Fair weather.
12	47	47	45	0	6	N. W.	N. W.	N. W.	6 p. m.	6 p. m.	.17	Shower P. M.
13	43	51	44	0	0	N. W.	N. W.	N. W.	-	-	-	Fair weather.
14	32	53	44	1	5	N. W.	N. W.	S. W.	-	-	-	Hard frost; heavy P. M.
15	50	50	48	10	10	N. E.	N. E.	N. E.	1 a. m.	4 a. m.	1.00	Rainy.
16	43	48	45	8	9	N. W.	N. W.	N. W.	-	-	-	Rainy A. M.; fair P. M.
17	42	51	49	1	2	N. W.	N. W.	N. W.	-	-	-	Fair weather.
18	42	55	51	10	10	N. E.	N. E.	N. E.	3 1/2 p. m.	10 a. m.	.45	Cloudy; rainy.
19	59	60	55	8	8	N. E.	S. W.	S. W.	-	-	-	Cloudy; rainy.
20	61	54	50	6	3	S. W.	S. W.	S. W.	-	-	-	Cloudy; rainbow.
21	42	46	43	2	2	S. W.	S. W.	S. W.	-	-	-	Cloudy.
22	35	41	42	0	1	N. W.	N. W.	N. W.	-	-	-	Hard frost.
23	47	52	44	3	3	N. W.	N. W.	N. W.	-	-	-	Fair weather.
24	30	60	39	5	1	N. W.	N. W.	N. W.	-	-	-	Fair weather.
25	32	48	38	0	1	N. E.	N. E.	N. E.	-	-	-	Fair weather; frost.
26	32	51	44	2	6	N. E.	S. W.	S. E.	-	-	-	Fair weather.
27	40	36	36	10	10	S. E.	S. E.	S. E.	5 a. m.	9 p. m.	-	Rainy; snow flakes.
28	36	47	43	10	10	N. E.	N. N.	N. W.	-	-	1.62	Rainy A. M.

METEOROLOGICAL OBSERVATIONS—NOVEMBER, 1865.

METEOROLOGICAL OBSERVATIONS																						
Moon's Phase.	Days of the month.	THERMOMETER.				BAROMETER.				CLOUDS.				WIND.				RAIN AND SNOW.				REMARKS.
		7 A.M.	9 P.M.	Mean.		7 A.M.	9 P.M.	Mean.		7 A.M.	9 P.M.	Mean.		7 A.M.	9 P.M.	Mean.		7 A.M.	9 P.M.	Mean.		
☉	1	42	54	41	45	29.664	29.788	29.706	1	4	0	N.E.	N.E.	N.E.	N.E.	N.E.	N.E.	3 p.m.	9 p.m.	.06	-	Somewhat cloudy.
	2	37	54	53	38	29.693	29.641	29.780	10	9	10	S.E.	S.E.	S.E.	S.E.	S.E.	S.E.	-	-	-	-	Hazy A. M.; rain P. M.
	3	48	52	43	47	29.635	29.473	29.518	8	8	8	N.E.	N.E.	N.E.	N.E.	N.E.	N.E.	11 a.m.	12 p.m.	1.02	-	Cloudy.
	4	43	52	43	47	29.476	29.042	29.841	10	10	10	N.W.	N.W.	N.W.	N.W.	N.W.	N.W.	-	-	-	-	Cloudy with snow squalls.
	5	44	45	37	42	28.908	28.926	29.060	10	10	10	N.W.	N.W.	N.W.	N.W.	N.W.	N.W.	6 p.m.	12 p.m.	.04	-	Fair A. M.; cloudy P. M.
	6	20	38	42	36	29.378	29.343	29.265	0	1	3	N.W.	N.W.	N.W.	N.W.	N.W.	N.W.	-	-	-	-	Fair weather.
	7	37	39	30	35	29.395	29.560	29.738	1	2	3	N.W.	N.W.	N.W.	N.W.	N.W.	N.W.	-	-	-	-	Fair weather.
	8	22	36	34	30	29.856	29.720	29.748	1	2	3	N.W.	N.W.	N.W.	N.W.	N.W.	N.W.	-	-	-	-	Fair weather; cloudy.
	9	39	50	40	43	29.575	29.496	29.667	10	3	4	S.W.	S.W.	S.W.	S.W.	S.W.	S.W.	-	-	-	-	Fair weather; cloudy.
	10	35	33	29	32	29.794	29.822	29.920	6	10	2	N.W.	N.W.	N.W.	N.W.	N.W.	N.W.	-	-	-	-	Fair weather; cloudy.
	11	20	36	25	27	30.201	29.955	29.955	2	6	3	N.W.	N.W.	N.W.	N.W.	N.W.	N.W.	-	-	-	-	Fair weather; cloudy.
	12	24	42	35	33	29.903	29.738	29.563	2	4	3	N.W.	N.W.	N.W.	N.W.	N.W.	N.W.	-	-	-	-	Fair weather; cloudy.
	13	44	49	49	47	29.389	29.284	29.287	8	3	1	N.W.	N.W.	N.W.	N.W.	N.W.	N.W.	-	-	-	-	Fair weather; cloudy.
	14	50	62	51	55	29.239	29.231	29.294	5	3	1	N.W.	N.W.	N.W.	N.W.	N.W.	N.W.	-	-	-	-	Fair weather; cloudy.
	15	45	68	66	66	29.389	29.331	29.363	2	6	2	S.W.	S.W.	S.W.	S.W.	S.W.	S.W.	-	-	-	-	Fair weather; hazy.
	16	47	68	65	66	29.438	29.413	29.418	4	6	1	S.W.	S.W.	S.W.	S.W.	S.W.	S.W.	-	-	-	-	Fair weather; hazy.
	17	58	69	62	63	29.379	29.258	29.263	3	3	1	S.W.	S.W.	S.W.	S.W.	S.W.	S.W.	11 a.m.	-	-	-	Fair weather.
	18	44	57	64	61	29.425	29.440	29.489	0	2	10	N.E.	N.E.	N.E.	N.E.	N.E.	N.E.	-	-	-	-	Rainy.
	19	43	39	38	39	29.538	29.551	29.639	10	10	10	N.E.	N.E.	N.E.	N.E.	N.E.	N.E.	-	-	-	-	Snow squalls A. M.
	20	36	40	41	39	29.716	29.709	29.639	10	10	10	N.E.	N.E.	N.E.	N.E.	N.E.	N.E.	-	-	-	-	Rainy.
	21	44	44	45	44	29.466	29.109	29.881	10	10	10	N.E.	N.E.	N.E.	N.E.	N.E.	N.E.	-	-	-	-	Cloudy.
	22	43	44	40	42	28.898	28.920	28.955	10	10	3	S.W.	S.W.	S.W.	S.W.	S.W.	S.W.	5 a.m.	10 p.m.	1.17	-	Cloudy; rain P. M.
	23	38	44	43	41	29.052	29.084	29.197	10	10	10	S.W.	N.E.	N.E.	N.E.	N.E.	N.E.	-	-	.07	-	Cloudy.
	24	43	52	43	46	29.284	29.242	29.307	10	3	6	N.E.	N.W.	N.W.	N.W.	N.W.	N.W.	-	-	-	-	Cloudy.
	25	40	48	38	42	29.317	29.297	29.297	10	10	3	N.E.	N.E.	N.E.	N.E.	N.E.	N.E.	-	-	-	-	Cloudy.
	26	37	45	57	46	29.300	29.285	29.325	4	3	4	N.N.	N.N.	N.N.	N.N.	N.N.	N.N.	-	-	-	-	Cloudy.
	27	31	43	35	36	29.313	29.240	29.195	5	5	5	N.W.	N.W.	N.W.	N.W.	N.W.	N.W.	-	-	-	-	Ground cov'd with snow.
	28	28	33	27	29	29.408	29.460	29.583	2	1	5	N.W.	N.W.	N.W.	N.W.	N.W.	N.W.	-	-	-	-	Cloudy.
	29	22	40	33	31	29.565	29.475	29.526	6	8	8	N.N.	N.N.	N.N.	N.N.	N.N.	N.N.	-	-	-	-	Snow and rain.
	30	33	38	38	36	29.308	29.125	29.030	10	10	10	N.E.	N.E.	N.E.	N.E.	N.E.	N.E.	3 a.m.	-	-	-	-
Means,	38	47	42	41	41	29.121	29.390	29.114	6.	6.	5.							Amount,		2.36		-

METEOROLOGICAL OBSERVATIONS—JANUARY, 1866.

THERMOMETER.										BAROMETER.				CLOUDS.				WIND.				RAIN AND SNOW.				REMARKS.
Days of Month.		7 A.M.		3 P.M.		9 P.M.		Mean.		Cor. and Red. to 32°.		10-covered.		Direction and Force.		Hour Began.		Hour Ended.		Inches Rain & Snow.		Inches Snow.				
		7 A.M.	3 P.M.	9 P.M.	Mean.	7 A.M.	3 P.M.	9 P.M.	Mean.	7 A.M.	3 P.M.	9 P.M.	7 A.M.	3 P.M.	9 P.M.	7 A.M.	3 P.M.	9 P.M.	7 A.M.	3 P.M.	9 P.M.	7 A.M.	3 P.M.	9 P.M.		
1	2	38	42	41	40	29.575	29.392	29.423	10	10	10	10	10	10	N.E.	N.W.	S.W.	3 a. m.	12 m.		.30			Rainy.		
3	3	33	32	30	33	29.628	29.680	29.718	10	8	10	10	10	10	N.E.	N.E.	N.E.							Cloudy all day.		
4	4	28	34	31	31	29.525	29.438	29.380	10	10	10	10	10	10	N.E.	N.E.	N.E.							Cloudy A.M.; clear P.M.		
5	5	28	36	28	30	29.288	29.180	29.391	10	1	2	0	0	0	N.W.	N.W.	N.W.							Clear all day.		
6	6	13	9	10	7	29.573	29.540	29.646	0	0	0	0	0	0	S.W.	N.W.	N.W.							Clear A.M.; cloudy P.M.		
7	7	2	19	8	13	29.696	29.770	29.873	0	3	10	3	10	3	N.W.	N.W.	N.W.				.05			Snow. (day for years.		
8	8	-15	2	3	-1	29.944	30.045	30.163	10	8	5	0	2	3	N.E.	N.E.	N.W.	3 a. m.	12 m.					Clear; aur. 9 P.M.; coldest		
9	9	6	27	21	-2	30.183	30.083	29.780	0	0	0	0	0	0	N.W.	N.W.	N.W.							Clear all day.		
10	10	20	40	31	18	29.974	29.823	29.780	0	0	0	0	0	0	N.W.	N.W.	N.W.							Cloudy A.M.; clear P.M.		
11	11	31	36	31	30	29.643	29.491	29.413	0	0	2	0	8	2	N.W.	N.W.	N.W.							Rainy.		
12	12	25	33	32	33	29.491	29.463	29.380	8	10	10	10	10	10	N.W.	N.W.	N.W.	12 p. m.	6 a. m.		.11			Rainy A.M.; clear P.M.		
13	13	33	32	38	34	29.178	29.039	29.165	10	2	1	0	2	1	S.E.	N.W.	N.W.							Cloudy.		
14	14	32	19	3	18	29.258	29.396	29.611	8	2	0	3	6	6	N.W.	N.W.	N.W.							Snow.		
15	15	1	16	14	7	29.754	29.731	29.728	0	3	10	10	10	10	N.E.	N.E.	N.E.	4 a. m.	12 p. m.		.50		2½	Hazy all day.		
16	16	13	36	26	25	29.464	29.391	29.303	0	6	10	10	10	10	S.W.	S.W.	S.W.							Cloudy A.M.; clear P.M.		
17	17	24	32	28	28	29.364	29.307	29.431	10	0	0	0	0	0	S.W.	S.W.	S.W.							Cloudy A.M.; clear P.M.		
18	18	32	43	32	32	29.428	29.365	29.405	10	8	3	0	0	0	N.W.	N.W.	N.W.				.60			Cloudy; rainy.		
19	19	33	44	33	36	29.539	29.200	29.263	10	10	10	10	10	10	N.W.	N.W.	N.W.	10½ a. m.	12 p. m.					Fair weather.		
20	20	32	36	31	33	29.479	29.442	29.450	0	0	0	0	0	0	N.W.	N.W.	N.W.							Fair weather.		
21	21	19	15	18	18	29.437	29.414	29.575	0	2	0	0	2	0	N.W.	N.W.	N.W.							Clear A.M.; cloudy P.M.		
22	22	18	22	19	19	29.615	29.663	29.666	0	6	10	10	10	10	N.W.	N.W.	N.W.							Clear A.M.; hazy P.M.		
23	23	17	27	25	23	29.736	29.751	29.735	0	6	10	10	10	10	N.W.	N.W.	N.W.							Snow all day.		
24	24	25	27	22	24	29.665	29.323	29.190	10	10	10	10	10	10	N.E.	N.E.	N.E.	3 a. m.	10 a. m.		1.00		9	Snow A.M.; cloudy P.M.		
25	25	26	27	26	26	29.151	29.191	29.370	10	8	10	10	10	10	N.W.	N.W.	N.W.							Cloudy P.M.; clear A.M.		
26	26	22	30	27	25	29.439	29.479	29.539	8	0	0	0	0	0	N.W.	N.W.	N.W.							Fair weather.		
27	27	22	27	27	25	29.563	29.507	29.490	0	5	10	10	10	10	N.E.	N.E.	N.E.							Cloudy all day.		
28	28	6	25	25	25	29.467	29.433	29.443	10	10	10	10	10	10	N.E.	N.E.	N.E.							Cloudy all day.		
29	29	21	29	28	24	29.402	29.293	29.147	10	10	10	10	10	10	N.E.	N.E.	N.E.							Clear A.M.; cloudy P.M.		
30	30	11	31	31	29	29.148	29.083	29.036	0	1	1	1	1	1	N.W.	N.W.	N.W.									
31	31	28	25	25	29	29.527	29.469	29.495	5.	5.	5.	5.	5.	5.	Amounts,				2.56				13			

NATIC HOSPITAL AT WORCESTER.

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METEOROLOGICAL OBSERVATIONS—MARCII, 1866.

Days of the month.	THERMOMETER.				BAROMETER.				CLOUDS.				WIND.				RAIN AND SNOW.				REMARKS.	
					Cor. and Red. to 32°.				10-covered.				Direction and Force.				Hour					Inches Melled Snow.
	7 A. M.	9 P. M.	Mean.		7 A. M.	9 P. M.	to 32°.	7 A. M.	9 P. M.	to 32°.	1 A. M.	3 P. M.	9 P. M.	Began.	Ended.	Inches Snow.						
1	28	34	32	29.863	29.808	29.735	10	10	10	N. E.	S. E.	S. E.	-	-	-	-	Cloudy all day.					
2	33	36	35	29.638	29.612	29.567	10	8	10	N. E.	N. E.	N. E.	-	-	-	-	Foggy all day.					
3	31	38	36	29.678	29.477	29.435	3	10	10	N. E.	S. W.	N. W.	-	-	-	-	Fair weather.					
4	36	39	37	29.310	29.240	29.268	0	8	0	N. W.	N. W.	N. W.	-	-	-	-	Fair weather.					
5	18	24	22	29.307	29.234	29.267	0	6	0	N. W.	N. W.	N. W.	-	-	-	-	Fair weather.					
6	18	29	23	29.302	29.211	29.281	0	0	0	N. W.	N. W.	N. W.	-	-	-	-	Fair weather.					
7	20	29	23	29.207	29.076	29.079	0	3	10	N. W.	N. W.	N. W.	-	-	-	-	Fair weather.					
8	13	27	21	29.164	29.169	29.801	3	2	0	N. W.	N. W.	N. W.	-	-	-	-	Fair weather.					
9	17	31	21	29.304	29.193	29.239	2	10	10	N. W.	N. W.	N. W.	-	-	-	-	Fair weather.					
10	14	25	20	29.470	29.647	29.629	0	0	0	N. W.	N. W.	N. W.	-	-	-	-	Fair weather.					
11	16	39	36	29.672	29.480	29.465	0	10	10	N. W.	S. W.	S. W.	3.30 p.m.	9 p. m.	.04	-	Fair A. M.; rain P. M.					
12	39	48	46	29.637	29.554	29.696	10	10	0	S. W.	S. W.	S. W.	-	-	-	-	Cloudy.					
13	48	67	48	29.668	29.655	29.765	8	6	10	N. E.	S. W.	N. E.	-	-	-	-	Hazy; blue birds.					
14	42	43	39	29.521	29.378	29.691	10	10	10	N. E.	N. E.	N. E.	-	-	-	-	Foggy all day.					
15	46	65	64	29.521	29.379	29.271	3	10	10	S. W.	S. W.	S. W.	-	-	-	-	Cloudy all day.					
16	53	64	60	29.156	29.953	29.009	10	10	0	S. W.	S. W.	N. W.	2.30 a.m.	7 p. m.	.80	-	Showers all day; robins.					
17	32	29	17	29.032	29.018	29.199	10	6	0	N. W.	N. W.	N. W.	-	-	-	-	Cloudy; snow squalls.					
18	10	22	24	29.402	29.314	29.284	0	3	0	N. W.	N. W.	N. W.	-	-	-	-	Fair; aurora bore's P. M.					
19	20	32	30	29.377	29.363	29.396	8	10	10	N. W.	N. W.	N. W.	-	-	-	-	Cloudy.					
20	21	35	29	29.576	29.538	29.430	0	10	10	N. E.	N. E.	N. E.	3.30 p.m.	-	-	3	Fair A. M.; cloudy P. M.					
21	32	35	34	29.178	29.143	29.100	10	10	10	N. E.	N. E.	N. E.	-	-	-	-	Cloudy. [crocus in bloom.]					
22	25	36	29	29.388	29.430	29.528	0	3	0	N. W.	N. W.	N. W.	-	2 a. m.	-	.54	Fair weather.					
23	24	36	32	29.671	29.540	29.380	10	10	10	N. E.	N. E.	N. E.	7 p. m.	-	-	-	Cloudy all day.					
24	32	40	37	29.210	29.107	29.102	10	2	8	N. E.	N. E.	N. E.	-	12 m.	-	.62	Snow A. M.; fair P. M.					
25	29	27	16	29.976	29.908	29.934	10	6	8	N. E.	N. W.	N. W.	-	-	-	-	Cloudy.					
26	14	31	27	29.912	29.136	29.273	10	8	10	N. W.	N. W.	N. W.	-	-	-	-	Cloudy; snow squalls.					
27	26	40	34	29.609	29.588	29.672	3	3	10	N. E.	N. E.	N. E.	-	-	-	-	Fair weather.					
28	23	46	36	29.773	29.670	29.670	0	3	10	N. E.	S. E.	S. E.	9.30 p.m.	-	-	-	Fair weather A. M.; cloudy.					
29	38	46	40	29.366	29.232	29.115	10	10	10	S. W.	S. W.	S. W.	-	11 p. m.	-	1.18	Heavy rain. [P. M.]					
30	33	36	30	29.013	29.073	29.218	0	3	0	N. W.	N. W.	S. W.	-	-	-	-	Fair; total eclipse of m'n.					
31	28	44	41	29.406	29.340	29.165	0	8	8	N. W.	S. W.	S. W.	-	-	-	-	Fair A. M.; cloudy P. M.					
Means,	28	37	32	29.308	29.347	29.357	5.	7.	6.	Amounts,				3.18				54				

LUNATIC HOSPITAL AT WORCESTER.

Moon's Phase.	Days of Month.	THERMOMETER.			BAROMETER.			CLOUDS.			WIND.			RAIN AND SNOW.			REMARKS.
		Mean.			Cor. and Red. to 32°.			In-covered.			Direction and Force.			Hour Began. Hour Ended. Inches Rain & Melted Snow.			
		7 A. M.	2 P. M.	9 P. M.	7 A. M.	2 P. M.	9 P. M.	7 A. M.	2 P. M.	9 P. M.	7 A. M.	2 P. M.	9 P. M.	Hour Began.	Hour Ended.	Inches Rain & Melted Snow.	
1	1	42	46	40	43	29.165	29.232	29.387	0	8	8	W.	S. W.	S. W.	1 a. m.	.24	Fair weat'r; arbutus in bl.
2	2	38	50	40	43	29.487	29.468	29.528	3	2	9	N. W.	S. W.	N. W.	-	-	Fair weather.
3	3	36	55	45	45	29.630	29.551	29.595	0	0	0	N. W.	N. W.	N. W.	-	-	Fair weat'r; wind s't'r in bl.
4	4	38	60	42	47	29.609	29.588	29.588	0	8	0	N. E.	E.	E.	-	-	Fair P. M.
5	5	47	72	62	60	29.528	29.376	29.385	10	0	0	S. W.	S. W.	S. W.	-	-	Cloudy A. M.; fair P. M.
6	6	61	58	53	57	29.423	29.417	29.425	8	10	10	W.	S. W.	S. W.	8 a. m.	.30	Rain and snow all day.
7	7	39	40	38	38	29.551	29.496	29.479	8	10	10	N. W.	S. W.	N. W.	12 m.	-	Snowed all day.
8	8	34	37	32	34	29.487	29.322	29.447	10	10	0	N. E.	N. E.	N. E.	6 p. m.	.50	Snow; crocus in bloom.
9	9	38	43	30	37	29.576	29.604	29.684	0	0	0	N. E.	N. E.	N. E.	-	-	Snow.
10	10	35	55	45	45	29.745	29.721	29.721	0	8	0	N.	S. E.	S. E.	-	-	Snow.
11	11	35	55	45	45	29.684	29.573	29.560	8	8	0	S. W.	S. E.	S. E.	-	-	Snow. [in bloom.
12	12	37	66	52	56	29.584	29.503	29.472	0	3	0	S. W.	S. W.	S.	-	-	Cloudy A. M.; red maple
13	13	47	64	53	65	29.455	29.445	29.542	10	6	0	S. W.	S. W.	W.	-	-	Fair A. M.; cloudy P. M.
14	14	39	59	45	48	29.706	29.562	29.463	0	8	10	N. E.	S. E.	S. E.	8 p. m.	.07	Fair weat'r; cloudy P. M.
15	15	42	63	51	62	29.427	29.445	29.502	10	6	0	S. E.	S. W.	S. W.	-	-	Fair weather.
16	16	42	48	42	44	29.681	29.788	29.771	10	10	0	E.	E.	W.	-	-	Showers in A. M.
17	17	36	55	38	43	29.908	29.987	29.929	8	5	0	N. E.	E.	E.	-	-	Fair weather; aur. bor'e.
18	18	35	62	53	58	29.922	29.798	29.694	5	5	10	S. W.	S. W.	S. W.	-	-	Fair A. M.; cloudy P. M.
19	19	60	76	69	68	29.597	29.501	29.511	10	5	5	S. W.	S. W.	S. W.	11 1/2 p. m.	-	Fair; dandelion in blos.
20	20	51	57	53	54	29.604	29.487	29.401	10	10	0	N. E.	N. E.	N. E.	1.30 a. m.	.06	Cloudy A. M.; fair P. M.
21	21	60	73	65	66	29.231	29.105	29.012	8	10	8	S. W.	S. W.	S. W.	-	-	Cloudy all day.
22	22	63	76	62	67	29.023	28.968	29.067	10	0	0	S. W.	S. W.	S. W.	-	-	Fair weat'r; tulips in bl.
23	23	56	50	48	51	29.096	28.827	28.540	5	10	10	N. E.	N. E.	N. E.	8.30 a. m.	1.80	Rain.
24	24	53	47	42	47	28.410	28.334	28.598	6	10	8	S. W.	W.	W.	11 a. m.	-	Cloudy A. M.; fair P. M.
25	25	41	49	42	44	28.765	28.828	28.885	5	8	0	W.	W.	W.	-	-	Fair weather.
26	26	37	43	40	40	28.963	28.973	29.083	8	19	0	N. W.	N. W.	N. W.	-	-	Fair weat'r; cherry in bl.
27	27	41	52	45	46	29.202	29.192	29.282	3	2	0	N. W.	N. W.	N. W.	-	-	Fair weather.

METEOROLOGICAL OBSERVATIONS—MAY, 1866.

THERMOMETER.										BAROMETER.				CLOUDS.				WIND.				RAIN AND SNOW.				REMARKS.
Days of the month.		Thermometer.				Barometer.				Clouds.				Wind.				Rain and Snow.								
		7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	Mean.	Hour Began.	Hour Ended.	Inches Rain & Melted Snow.	Inches Snow.					
1	1	41	61	44	45	29.230	29.104	29.118	8	8	10	8	10	N. W.	S. W.	S. W.	8 p. m.	8 p. m.	10 a. m.	-	-	Rain; shadobush in blos.				
2	2	40	64	44	46	28.773	28.840	29.012	10	3	3	3	10	N. E.	N. W.	N. W.	-	-	-	-	-	Cloudy A. M.; fair P. M.				
3	3	42	51	44	45	29.077	29.069	29.122	2	3	3	3	10	N. W.	N. W.	N. W.	-	-	-	-	-	Fair weather.				
4	4	43	68	49	50	29.127	29.039	29.084	2	3	0	3	10	N. W.	N. W.	N. W.	-	-	-	-	-	Fair weather.				
5	5	44	66	50	50	29.102	29.039	29.134	0	8	10	3	10	N. W.	N. W.	N. W.	-	-	-	-	-	Fair weather; p. jap. in bl.				
6	6	40	61	55	51	29.244	29.231	29.286	0	0	0	0	10	N. W.	N. W.	N. W.	-	-	-	-	-	Fair weather.				
7	7	43	59	50	51	29.509	29.499	29.490	0	0	0	0	10	N. W.	N. W.	N. W.	-	-	-	-	-	Fair weather.				
8	8	45	64	53	54	29.563	29.470	29.376	6	8	10	3	10	S. W.	S. W.	S. W.	4.30 a. m.	8.30 a. m.	-	-	-	Cloudy; white frost.				
9	9	53	69	66	59	29.161	29.068	29.148	10	3	6	3	6	S. W.	S. W.	S. W.	-	-	-	-	-	Cloudy; showers.				
10	10	54	68	68	59	29.284	29.301	29.323	0	3	0	3	0	S. W.	S. W.	S. W.	-	-	-	-	-	Fair weather; apple in bl.				
11	11	54	73	61	63	29.366	29.301	29.311	8	3	0	3	0	S. W.	S. W.	S. W.	-	-	-	-	-	Fair weather; al'nd in bl.				
12	12	57	75	64	65	29.308	29.282	29.318	8	6	0	6	10	S. W.	S. W.	S. W.	-	-	-	-	-	Fair weather; aurora b's.				
13	13	57	76	59	64	29.256	29.080	29.005	5	6	10	3	10	N. W.	N. W.	N. W.	8 p. m.	9.30 p. m.	-	-	-	Cloudy; lilac in blossom.				
14	14	44	64	47	48	29.164	29.186	29.321	10	2	0	0	0	N. W.	N. W.	N. W.	-	-	-	-	-	Fair weather.				
15	15	45	61	49	52	29.466	29.371	29.341	2	0	0	0	0	S. W.	S. W.	S. W.	-	-	-	-	-	Fair weather.				
16	16	54	70	59	61	29.234	29.176	29.238	3	3	10	3	10	S. W.	S. W.	S. W.	5 p. m.	-	-	-	-	Cloudy; rain; horse ch't				
17	17	47	61	50	49	29.339	29.394	29.374	10	10	10	10	10	N. E.	N. E.	N. E.	-	-	11 a. m.	-	-	Cloudy; rain. [in blos.				
18	18	47	47	48	47	29.379	29.382	29.282	10	8	2	0	0	N. E.	N. E.	N. E.	-	-	-	-	-	Drizzling rain.				
19	19	51	68	57	59	29.242	29.223	29.208	10	8	2	0	0	N. E.	N. E.	N. E.	-	-	-	-	-	Cloudy A. M.; fair P. M.				
20	20	54	72	64	60	29.271	29.188	29.153	2	0	0	0	10	N. E.	N. E.	N. E.	-	-	-	-	-	Fair weather.				
21	21	55	59	51	55	29.076	29.083	29.061	8	10	10	6	10	S. W.	S. E.	N. W.	11 a. m.	-	-	-	-	Rain; honeyaukle in bl.				
22	22	48	52	45	48	29.009	29.079	29.179	10	6	10	6	10	N. W.	N. W.	N. W.	-	-	4 a. m.	-	-	Rain.				
23	23	45	52	46	48	29.329	29.342	29.419	0	8	6	6	8	N. W.	N. W.	N. W.	-	-	-	-	-	Fair weather.				
24	24	47	58	52	52	29.468	29.416	29.376	5	6	8	10	8	S. W.	S. W.	S. W.	-	-	-	-	-	Fair weather; frost.				
25	25	49	65	53	56	29.286	29.203	29.189	10	8	10	8	10	S. W.	S. W.	S. W.	-	-	-	-	-	Cloudy.				
26	26	50	66	53	56	29.194	29.169	29.226	5	5	2	2	10	N. E.	N. E.	N. E.	3.30 a. m.	-	-	-	-	Fair weather.				
27	27	49	52	49	52	29.182	29.039	29.034	10	10	10	3	2	N. E.	N. E.	N. E.	-	-	-	-	-	Slight showers.				
28	28	55	63	59	61	28.765	28.680	28.852	8	3	2	2	8	N. W.	S. W.	S. W.	6 p. m.	11 p. m.	-	-	-	Cloudy.				
29	29	53	59	54	55	29.006	29.063	29.066	2	5	5	5	10	N. W.	N. W.	N. W.	10 p. m.	11 p. m.	-	-	-	Cloudy; Scotch rose in bl.				
30	30	53	60	59	57	29.976	29.006	29.156	2	2	0	0	0	N. W.	N. W.	N. W.	2 a. m.	4 a. m.	-	-	-	Rain; Persian lilac in bl.				
31	31	57	65	54	59	29.186	29.276	29.452	3	2	0	0	0	S. W.	N. W.	N. W.	-	-	-	-	-	-				
Means,		50	61	52	54	29.213	29.177	29.208	5.	5.	6.	5.	6.	Amount,				5.33				-				

LUNATIC HOSPITAL AT WORCESTER.

Days of Month	THERMOMETER.				BAROMETER.				CLOUDS.				WIND.				RAIN AND SNOW.				REMARKS.
	Thermometer.				Barometer.				Clouds.				Wind.				Rain and Snow.				
T. A. M.	3 P. M.	9 P. M.	Mean.	T. A. M.	3 P. M.	9 P. M.	Mean.	T. A. M.	3 P. M.	9 P. M.	Mean.	T. A. M.	3 P. M.	9 P. M.	Mean.	Hour Begun.	Hour Ended.	Inches Rain & Melted Snow.	Inches Snow.		
1	61	67	64	67	29.613	29.560	29.549	29.549	8	8	8	8	S. W.	S. E.	S. E.	S. E.	-	-	-	-	Cloudy.
2	53	69	63	61	29.505	29.432	29.386	29.386	8	5	8	2	S. W.	S. E.	S. W.	S. W.	-	-	-	-	Cloudy.
3	60	67	69	67	29.386	29.374	29.348	29.348	0	8	10	8	S. E.	S. E.	S. E.	S. E.	-	-	-	-	Rainy.
4	55	69	66	67	29.318	29.296	29.338	29.338	10	10	10	10	N. E.	N. E.	N. E.	N. E.	-	9.30 p.m.	-	.60	Rainy.
5	56	69	61	62	29.403	29.341	29.338	29.338	10	10	10	10	N. E.	S. E.	S. E.	S. E.	-	-	-	-	Cloudy.
6	58	72	64	65	29.346	29.225	29.140	29.140	10	8	8	6	N. E.	N. E.	S. W.	S. W.	10 p.m.	12 p.m.	-	.04	Rainy.
7	63	64	64	64	29.111	29.023	29.060	29.060	8	10	2	2	S. W.	S. W.	S. W.	S. W.	-	-	-	-	Showers P. M.
8	62	62	63	62	29.171	29.285	29.400	29.400	8	10	10	10	N. W.	N. E.	N. E.	N. E.	-	-	-	-	Cloudy.
9	62	62	63	62	29.573	29.554	29.482	29.482	10	6	0	0	N. E.	N. E.	N. E.	N. E.	-	-	-	-	Cloudy.
10	54	62	67	66	29.592	29.527	29.483	29.483	10	8	0	0	N. E.	S. W.	S. W.	S. W.	10 a.m.	11 a.m.	-	.02	Showers A. M.
11	60	77	64	67	29.465	29.401	29.393	29.393	3	3	2	2	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Fair.
12	58	72	60	63	29.484	29.404	29.446	29.446	1	2	2	2	N. E.	N. E.	N. E.	N. E.	-	-	-	-	Fair.
13	58	63	68	60	29.454	29.426	29.371	29.371	10	10	10	10	S. E.	S. E.	S. E.	S. E.	12 p.m.	3.30 p.m.	-	.18	Cloudy and rainy.
14	56	64	69	60	29.378	29.308	29.248	29.248	10	10	10	10	S. E.	S. E.	S. E.	S. E.	5.30 p.m.	9 p.m.	-	.02	Cloudy and rainy.
15	62	77	62	67	29.216	29.145	29.165	29.165	6	5	1	1	S. W.	S. W.	S. W.	S. W.	5.15 p.m.	6 p.m.	-	.14	Cloudy and rainy.
16	61	74	65	67	29.261	29.235	29.293	29.293	3	5	0	0	S. W.	S. W.	S. W.	S. W.	-	-	-	-	Fair.
17	63	74	66	68	29.365	29.357	29.372	29.372	5	10	10	10	S. W.	S. W.	S. W.	S. W.	6 p.m.	-	-	-	Cloudy.
18	69	67	64	66	29.135	29.135	29.168	29.168	10	10	10	10	S. E.	S. E.	S. E.	S. E.	-	2 p.m.	-	1.26	Cloudy.
19	62	67	60	63	29.251	29.243	29.203	29.203	5	5	0	0	S. W.	S. W.	S. W.	S. W.	-	-	-	-	Fair.
20	60	67	67	67	29.378	29.398	29.431	29.431	0	3	0	0	S. W.	N. W.	S. W.	S. W.	-	-	-	-	Fair.
21	64	82	70	72	29.489	29.422	29.395	29.395	3	0	0	0	S. W.	S. W.	S. W.	S. W.	-	-	-	-	Fair.
22	67	80	72	73	29.360	29.280	29.282	29.282	0	2	3	3	S. W.	S. W.	S. W.	S. W.	-	-	-	-	Fair.
23	69	82	72	74	29.345	29.300	29.321	29.321	3	3	3	3	S. W.	S. W.	S. W.	S. W.	-	-	-	-	Fair.
24	70	80	72	74	29.426	29.455	29.485	29.485	3	3	2	2	N. W.	S. E.	S. W.	S. W.	-	-	-	-	Fair.
25	71	86	78	78	29.498	29.411	29.362	29.362	5	5	2	2	S. W.	S. W.	S. W.	S. W.	-	-	-	-	Fair.
26	76	83	77	80	29.376	29.351	29.339	29.339	3	3	0	0	S. W.	S. W.	S. W.	S. W.	-	-	-	-	Fair.
27	74	84	68	75	29.230	29.139	29.214	29.214	2	6	10	10	S. W.	S. W.	S. W.	S. W.	3 p.m.	12 p.m.	-	1.00	Thunder shower 3 P. M.

METEOROLOGICAL OBSERVATIONS—JULY, 1866.

Moon's Phase.	Days of the Month.	THERMOMETER.				BAROMETER.				CLOUDS.			WIND.			RAIN AND SNOW.				REMARKS.
		7 A. M.	2 P. M.	9 P. M.	Mean.	7 A. M.	3 P. M.	9 P. M.	Mean.	7 A. M.	2 P. M.	9 P. M.	7 A. M.	2 P. M.	9 P. M.	Hour Began.	Hour Ended.	Inches Rain & Melted Snow.	Inches Snow.	
1	60	74	63	65	29.604	29.591	29.596	0	5	0	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Fair weather.	
2	64	78	71	71	29.609	29.613	29.560	2	3	8	N. E.	N. E.	N. W.	N. W.	-	-	-	-	Fair weather.	
3	69	83	75	76	29.618	29.410	29.380	2	3	2	N. W.	S. E.	S. W.	S. W.	-	-	-	-	Fair weather.	
4	70	77	69	72	29.380	29.324	29.324	3	5	6	S. W.	S. W.	S. W.	S. W.	-	-	-	-	Cloudy weather.	
5	70	81	74	75	29.411	29.400	29.400	10	6	10	S. W.	S. W.	S. W.	S. W.	-	-	-	-	Cloudy weather.	
6	74	83	79	78	29.423	29.392	29.392	2	8	10	S. W.	S. W.	N. W.	N. W.	6 p. m.	7 p. m.	.18	-	Showerly weather.	
7	78	90	78	82	29.372	29.334	29.302	8	3	8	S. W.	S. W.	S. W.	S. W.	6.40 p. m.	6.10 p. m.	.75	-	Showerly weather.	
8	77	88	73	79	29.324	29.256	29.297	3	3	8	S. W.	N. E.	N. E.	N. E.	-	-	-	-	Cloudy weather.	
9	73	79	67	73	29.340	29.400	29.508	10	8	2	N. E.	N. E.	N. W.	N. W.	-	-	-	-	Fair weather.	
10	65	79	68	70	29.734	29.600	29.615	2	0	0	S. W.	S. W.	N. E.	N. E.	-	-	-	-	Fair weather.	
11	66	82	68	73	29.691	29.500	29.483	2	2	2	S. W.	S. W.	S. W.	S. W.	-	-	-	-	Fair weather.	
12	69	79	75	74	29.466	29.375	29.297	5	6	2	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Fair weather.	
13	77	87	72	77	29.280	29.211	29.205	0	3	2	N. E.	N. W.	N. W.	N. W.	-	-	-	-	Fair weather.	
14	74	84	73	77	29.340	29.382	29.444	8	2	2	N. E.	S. W.	S. W.	S. W.	-	-	-	-	Fair weather.	
15	81	94	86	87	29.473	29.394	29.354	2	3	0	S. W.	S. W.	S. W.	S. W.	-	-	-	-	Fair weather.	
16	81	94	86	87	29.450	29.443	29.433	2	3	2	S. W.	S. W.	S. W.	S. W.	-	-	-	-	Fair weather.	
17	82	94	82	86	29.432	29.341	29.314	2	3	3	S. W.	S. W.	S. W.	S. W.	5.45 p. m.	7.25 p. m.	.60	-	Hottest day of the season.	
18	76	87	71	78	29.299	29.204	29.210	8	3	2	S. W.	S. W.	S. W.	S. W.	-	-	-	-	Fair weather.	
19	65	68	66	66	29.307	29.403	29.458	10	8	2	N. E.	N. E.	N. E.	N. E.	-	-	-	-	Cloudy.	
20	66	75	68	69	29.506	29.550	29.428	10	8	6	N. E.	N. E.	N. E.	N. E.	-	-	-	-	Cloudy.	
21	65	65	61	63	29.474	29.398	29.366	5	9	10	N. E.	N. E.	N. E.	N. E.	-	-	-	-	Cloudy.	
22	60	68	64	64	29.291	29.253	29.250	10	10	10	N. E.	N. E.	N. E.	N. E.	-	-	-	-	Cloudy.	
23	62	66	62	63	29.168	29.173	29.225	10	10	10	N. E.	N. E.	N. E.	N. E.	-	11 a. m.	.70	-	Cloudy.	
24	63	77	70	70	29.311	29.335	29.355	0	3	2	N. E.	N. E.	N. E.	N. E.	-	-	-	-	Fair weather.	
25	69	78	64	70	29.398	29.370	29.416	2	4	4	N. W.	N. E.	N. E.	N. E.	4 p. m.	5 p. m.	.22	-	Shower P. M.	
26	64	77	71	70	29.464	29.470	29.468	0	5	0	N. W.	N. W.	N. W.	N. W.	-	-	-	-	Fair weather.	
27	69	76	67	70	29.451	29.375	29.383	10	10	10	S. W.	S. W.	S. W.	S. W.	1.45 p. m.	9 p. m.	1.20	-	Cloudy; heavy shower.	
28	70	71	67	69	29.312	29.245	29.192	10	8	8	S. W.	S. W.	S. W.	S. W.	7 a. m.	7 p. m.	.13	-	Cloudy; heavy shower.	
29	66	78	71	70	29.173	29.152	29.180	1	4	0	N. W.	S. W.	S. W.	S. W.	-	-	-	-	Fair weather.	
30	66	78	67	70	29.203	29.180	29.230	3	6	5	N. E.	N. N.	N. N.	N. N.	-	-	-	-	Fair weather.	
31	65	77	66	69	29.278	29.265	29.305	3	2	3	N. E.	N. E.	N. E.	N. E.	-	-	-	-	Fair weather.	
Means,	69	79	75	72	29.442	29.371	29.364	4.	4.	4.	Amount.			3.78			-			

METEOROLOGICAL OBSERVATIONS—SEPTEMBER, 1866.

Days of Month.	THERMOMETER.				BAROMETER.			CLOUDS.		WIND.			RAIN AND SNOW.			REMARKS.	
					Cor. and Red. to 32°.			10-covered.		Direction and Force.			Hour.				
	7 A.M.	3 P.M.	9 P.M.	Mean.	7 A.M.	3 P.M.	9 P.M.	7 A.M.	2 P.M.	9 P.M.	7 A.M.	2 P.M.	9 P.M.	Began.	Hour Ended.		Inches Rain & Melted Snow.
1	62	75	70	69	29.447	29.385	29.388	5	6	7	N.W.	N.W.	S.W.	-	-	-	Fair weather.
2	71	78	73	74	29.332	29.277	29.320	9	1	1	S.W.	S.W.	S.W.	-	-	-	Fair weather.
3	73	83	70	75	29.388	29.367	29.408	1	1	1	S.W.	N.E.	N.E.	9 a.m.	-	-	Rainy.
4	66	67	64	65	29.401	29.348	29.341	1	10	10	N.E.	N.E.	N.	-	-	-	Cloudy.
5	66	71	65	66	29.313	29.286	29.260	10	9	2	N.W.	N.W.	S.W.	-	9 a.m.	.16	Fair weather.
6	64	73	63	66	29.331	29.368	29.401	5	1	1	N.W.	N.W.	S.W.	-	-	-	Cloudy.
7	57	72	64	64	29.435	29.411	29.380	3	9	10	N.W.	S.	S.E.	-	-	-	Cloudy and rainy.
8	71	75	63	69	29.095	29.087	29.236	8	2	0	N.W.	N.W.	S.W.	8 1/2 p.m.	3 a.m.	.29	Fair weather.
9	58	68	54	60	29.363	29.388	29.489	4	3	0	N.W.	N.W.	N.W.	-	-	-	Fair weather.
10	63	65	65	67	29.522	29.462	29.482	0	0	0	N.W.	N.W.	N.W.	-	-	-	Clear.
11	65	74	63	64	29.460	29.342	29.275	1	10	10	N.W.	S.W.	S.E.	3 1/2 p.m.	-	-	Cloudy and rainy.
12	68	78	66	70	29.103	29.047	29.198	9	2	2	N.W.	N.W.	S.W.	-	9 a.m.	.66	Rainy A. M.; fair P. M.
13	62	73	58	64	29.246	29.268	29.308	0	1	0	N.W.	N.W.	N.W.	-	-	-	Fair weather.
14	68	65	65	62	29.450	29.345	29.285	7	8	3	N.W.	S.W.	N.W.	2 1/2 p.m.	8 p.m.	.18	Cloudy and rainy.
15	65	59	54	56	29.417	29.467	29.602	0	2	2	N.W.	N.W.	N.W.	-	-	-	Fair weather.
16	43	53	58	54	29.748	29.695	29.652	2	5	4	N.	N.E.	N.	-	-	-	Fair weather.
17	55	71	66	64	29.523	29.368	29.311	10	5	4	S.W.	S.W.	S.W.	-	-	-	Fair weather.
18	65	64	63	64	29.238	29.271	29.281	10	10	10	N.E.	N.E.	N.E.	10 1/2 a.m.	-	-	Cloudy and rainy.
19	60	66	61	62	29.298	29.258	29.311	10	10	10	N.E.	N.E.	N.E.	-	-	-	Cloudy and rainy.
20	67	68	55	63	29.404	29.303	29.311	10	8	8	N.E.	N.E.	S.W.	-	-	.68	Cloudy and rainy.
21	56	74	72	67	29.331	29.232	29.192	10	8	8	N.E.	N.W.	N.W.	-	10 p.m.	-	Cloudy and rainy.
22	64	60	47	53	29.278	29.414	29.575	3	4	0	N.W.	N.W.	N.	-	-	-	Fair weather.
23	54	60	46	53	29.633	29.650	29.727	3	4	0	N.E.	N.E.	N.	-	-	-	Fair weather.
24	42	60	54	52	29.741	29.690	29.690	2	6	10	N.E.	N.E.	N.E.	8 p.m.	-	2.90	Slight frost in low lands.
25	57	66	64	62	29.630	29.586	29.486	10	10	10	N.E.	N.E.	S.W.	-	-	-	Cloudy and rainy.
26	63	67	61	63	29.400	29.343	29.286	10	10	8	S.W.	S.W.	S.W.	-	12 p.m.	-	Cloudy and rainy.
27	63	65	55	57	29.419	29.437	29.512	8	2	0	N.W.	N.E.	S.W.	-	-	-	Fair weather.
28	45	67	56	56	29.690	29.638	29.697	0	4	0	N.W.	N.W.	S.W.	-	-	-	Fair weather.
29	51	69	67	62	29.663	29.618	29.590	4	8	10	S.W.	N.E.	N.E.	-	-	-	Fair weather.
30	57	72	59	62	29.500	29.436	29.457	9	1	5	N.	N.	N.E.	-	-	-	Fair weather.
Means.	58	68	63	51	29.430	29.610	29.410	5.	4.	4.	Amount,	4.77	-	-	-	-	-

WATERBURY, MASS., 1877.

WEATHER AND WIND.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Total.
Number of days clear,	2	0	1	4	4	2	1	1	0	0	1	1	18
Number of days cloudy,	20	20	20	27	24	20	20	20	20	31	20	20	247
Number of days rainy,	6	6	9	7	9	6	9	9	10	6	7	11	94
Number of days N. wind,	4	3	3	3	1	2	2	2	0	2	2	3	25
Number of days N. W. wind,	17	11	19	18	6	16	18	18	3	10	20	13	162
Number of days W. wind,	3	2	6	4	7	2	4	4	2	1	3	4	45
Number of days S. W. wind,	7	9	6	6	10	9	11	11	20	14	13	11	128
Number of days S. wind,	1	0	1	0	2	2	0	0	0	0	0	0	7
Number of days S. E. wind,	1	2	1	1	3	3	3	3	9	1	1	1	30
Number of days E. wind,	0	0	3	1	0	0	0	0	0	1	1	0	9
Number of days N. E. wind,	8	13	11	12	9	10	6	6	9	11	10	13	118

REMARKS.

By clear days is meant days entirely clear; i. e., no cloud whatever being visible.

By rainy days, that more or less rain (or snow) fell, without any reference to quantity.

SUMMARY OF METEOROLOGICAL OBSERVATIONS, 1865-6.

AVERAGE FOR		October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	Septem'r.	Year.
Thermometer,	{ 7 A. M.	44	38	29	20	24	28	44	50	62	69	61	58	44
	{ 2 P. M.	64	47	37	28	32	37	56	61	72	79	70	68	53
	{ 9 P. M.	45	42	31	24	27	32	47	52	64	75	62	60	46
	{ daily,	47	41	32	24	27	32	49	54	66	72	64	51	46
Barometer,	{ 7 A. M.	29.357	29.121	29.464	29.527	29.559	29.398	29.395	29.213	29.375	29.442	29.322	29.430	29.383
	{ 2 P. M.	29.332	29.390	29.420	29.469	29.540	29.347	29.335	29.177	29.339	29.371	29.211	29.610	29.378
	{ 9 P. M.	29.358	29.114	29.462	29.495	29.542	29.357	29.357	29.208	29.342	29.364	29.320	29.410	29.352
	{ daily,	29.349	29.208	29.448	29.497	29.547	29.367	29.362	29.199	29.352	29.392	29.284	29.483	29.374
Cloudiness,	{ 7 A. M.	4	6	7	5	4	5	6	5	6	4	3	5	5
	{ 2 P. M.	5	6	6	6	5	7	6	5	6	4	3	4	5
	{ 9 P. M.	5	5	3	5	5	6	3	6	4	4	3	4	4
	{ daily,	4	5	5	5	4	6	5	5	5	4	3	4	4
Inches Rain and Snow Water,		4.41	2.36	2.75	2.56	5.27	3.18	2.09	5.33	3.40	3.78	3.22	4.77	43.12
" Snow,		-	-	8.75	13.00	1.75	5.50	-	-	-	-	-	-	29.00

Summary of annual work during the year ending 31st December 1885, showing the number of patients admitted, discharged, and died, and the number of patients who were cured, and the number of patients who were not cured.

Year	JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUG.		SEPT.		OCTOBER.		NOVEMBER.		DECEMBER.		TOTAL.	
	Rain.	Snow.	Rain.	Snow.	Rain.	Snow.	Rain.	Snow.	Rain.	Snow.	Rain.	Snow.	Rain.	Snow.	Rain.	Snow.	Rain.	Snow.	Rain.	Snow.	Rain.	Snow.	Rain.	Snow.	Rain.	Snow.
1841.	4.78	25.50	.83	15.	3.43	20.	6.54	6.	3.46	.92	2.94	2.97	4.27	3.84	4.17	10.	4.77	6.	42.92	82.50						
1842.	1.35	6.	4.13	3.	2.24	4.	2.62	-	3.24	4.93	1.96	7.12	3.60	.83	3.36	2.	5.30	26.	40.78	40.90						
1843.	5.05	2.	4.45	30.	5.23	26.	3.13	10.	1.73	4.15	3.39	9.19	1.25	5.19	3.63	-	2.28	23.	48.67	91.						
1844.	3.14	13.50	1.44	12.	3.80	18.50	.35	-	2.67	1.92	3.50	3.39	3.68	7.34	3.06	5.	2.56	8.	37.85	57.						
1845.	4.17	12.	2.61	20.	3.29	10.	1.61	-	3.23	3.14	2.91	2.36	2.67	4.44	6.77	4.	5.39	13.	42.49	58.						
1846.	2.92	13.	2.50	30.	3.33	-	1.34	-	5.85	2.37	3.81	2.44	3.90	2.19	4.08	5.	2.87	4.	34.60	52.						
1847.	4.66	5.	4.08	17.	3.89	8.	1.67	-	3.52	5.29	4.86	4.20	7.17	3.87	3.76	-	4.93	10.50	50.99	40.50						
1848.	3.08	4.50	1.61	23.	3.89	6.	1.52	6.	6.82	1.31	3.13	3.19	2.36	5.76	1.94	7.76	2.93	25.	38.53	71.25						
1849.	.98	2.	1.30	16.50	4.76	3.	1.95	1.5	3.66	1.25	1.60	4.28	2.49	6.45	4.11	-	3.12	8.50	35.84	31.50						
1850.	4.79	15.	3.23	2.	3.67	20.	6.53	13.	7.50	3.25	3.75	6.05	7.92	3.57	2.14	50	4.19	23.50	55.39	74.						
1851.	2.07	2.50	4.01	1.50	1.40	18.	6.76	6.	4.73	3.16	2.17	1.97	2.69	7.04	5.68	5.50	2.30	5.50	48.88	43.						
1852.	5.44	17.	2.45	11.50	3.42	13.75	10.77	23.	3.15	3.63	3.42	11.38	3.36	3.89	5.88	4.	4.78	4.	61.48	73.25						
1853.	3.04	10.	3.09	11.	3.60	6.	4.92	-	6.45	1.01	3.29	10.71	5.26	6.20	6.30	-	3.79	20.50	60.66	49.50						
1854.	2.82	7.50	6.62	15.50	3.45	-	6.63	10.	6.78	3.05	5.68	35	5.53	5.03	9.82	2.50	3.84	15.50	59.16	51.						
1855.	8.11	9.	4.48	8.	23	4.	6.39	-	1.64	4.19	9.40	4.06	20	8.17	5.85	2.	6.90	11.	58.62	34.						
1856.	4.60	27.50	1.35	9.	1.69	10.25	3.34	-	6.55	1.44	2.68	13.14	3.39	2.66	2.03	2.50	4.08	3.	46.94	52.25						
1857.	4.48	29.	2.24	6.50	2.80	11.75	8.77	-	4.56	3.44	3.90	5.75	4.92	3.93	3.12	-	6.11	8.	53.92	65.25						
1858.	3.06	8.50	1.10	4.50	2.29	-	4.14	6.	4.13	5.16	4.18	4.	6.70	3.09	1.69	4.62	3.19	6.25	41.73	28.57						
1859.	5.75	24.50	3.67	18.75	7.71	4.75	2.90	1.	3.65	5.17	1.26	5.45	4	2.46	3.	-	4.55	19.	49.57	68.						
1860.	1.34	14.75	2.77	20.	2.85	6.75	1.85	-	2.68	6.65	7.91	5.78	6.02	2.47	4.38	-	5.05	16.75	48.63	58.25						
1861.	4.33	28.25	1.60	50	2.65	15.	6.71	13.	3.50	2.45	5.39	3.99	3.11	3.38	3.93	2.75	1.81	3.	41.96	62.50						
1862.	4.47	23.50	2.44	10.	3.51	8.	2.84	1.	1.87	7.44	6.10	2.64	2.14	3.22	5.35	3.	2.50	20.75	44.02	61.25						
1863.	4.09	10.50	3.42	12.	5.78	31.	5.28	5.	1.76	1.13	8.87	3.96	2.56	4.86	4.77	-	4.41	11.	50.93	69.50						
1864.	4.54	4.	1.74	6.75	3.90	10.5	6.66	11.5	5.96	2.4	1.69	3.11	2.93	4.29	4.61	-	3.67	15.25	44.33	46.10						
1865.	3.92	15.50	3.26	85	4.72	-	2.51	-	5.33	1.72	3.37	3.39	3.68	51	3.86	-	2.76	8.3	34.59	24.55						

Flowering Season on Hospital Hill for Twenty-Eight Years.

Trees, Shrubs, etc.	1830.	1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1840.	1850.	1851.	1852.
Almond, Flowering.	May 10	May 13	May 25	-	May 14	May 4	May 10	May 6	May 15	May 12	May 23	May 23	May 15	May 18
Apple.	May 10	May 11	May 24	May 17	May 9	May 2	May 8	May 4	May 22	May 9	May 18	May 18	May 14	May 17
Arbutus, Trailing.	-	-	Apr. 28	May 17	May 27	Apr. 10	-	Apr. 2	-	Apr. 6	Apr. 13	Apr. 11	Apr. 10	Apr. 13
Ash, Mountain.	Apr. 18	Apr. 19	May 28	-	-	-	-	-	-	-	June 2	June 6	June 1	June 5
Bloodroot.	-	May 19	May 4	-	May 29	-	Apr. 23	May 12	May 28	-	-	May 3	May 23	May 25
Calicanthus.	-	May 23	June 4	-	May 29	-	May 29	May 16	May 10	-	May 19	May 5	Apr. 29	May 10
Cherry, Wild.	May 6	May 2	May 21	May 16	May 15	-	May 6	May 27	Apr. 24	May 13	Apr. 20	Apr. 10	-	Apr. 4
Cornus.	Apr. 8	Apr. 1	Apr. 16	Apr. 1	Apr. 8	-	Apr. 23	Apr. 28	Apr. 12	Apr. 10	Apr. 28	May 6	May 22	May 12
Currant, Missouri.	-	23	1	Apr. 1	May 9	-	Apr. 23	Apr. 19	Apr. 10	May 15	Apr. 2	Apr. 16	May 30	Apr. 14
Dandelion.	-	-	-	-	-	-	Apr. 23	May 3	May 20	May 3	May 2	May 3	May 18	May 11
Daphne Mezereum.	-	-	8	May 1	-	-	May 16	May 16	May 25	May 16	May 24	May 30	May 18	May 28
Fever Bush.	May 21	May 18	May 28	May 14	-	-	May 15	May 13	May 27	June 12	May 24	May 3	May 19	May 24
Geranium Maculatum.	-	-	-	-	Apr. 29	-	Apr. 21	Apr. 22	Apr. 12	Apr. 14	Apr. 23	Apr. 18	Apr. 12	Apr. 4
Honeysuckle, Tart.	-	-	-	-	Apr. 25	-	Apr. 21	May 1	Apr. 25	May 17	May 7	May 13	May 12	May 12
Horse-Chestnut.	-	-	-	-	May 20	-	May 4	May 19	May 8	May 25	May 24	May 28	May 18	May 27
Hyacinth.	Apr. 16	Apr. 16	May 30	-	May 20	-	May 19	May 17	May 17	May 21	June 3	June 7	May 25	May 24
Leatherwood.	Apr. 16	Apr. 16	May 30	-	May 20	-	May 4	May 19	May 8	May 25	May 24	May 28	May 18	May 27
Lilac.	Apr. 9	Apr. 10	Apr. 23	-	Apr. 30	-	Apr. 21	Apr. 15	Apr. 9	Apr. 16	Apr. 30	Apr. 26	Apr. 22	Apr. 25
Liverwort.	-	May 19	May 27	-	May 3	-	Apr. 12	Apr. 10	Apr. 21	Apr. 16	Apr. 11	Apr. 2	Apr. 2	Apr. 2
Narcissus.	May 4	May 1	May 19	-	May 12	-	Apr. 21	Apr. 15	Apr. 9	Apr. 16	Apr. 11	Apr. 2	Apr. 2	Apr. 2
Peach.	May 27	May 27	May 27	-	May 14	-	May 1	May 23	May 11	May 11	May 7	May 7	May 15	May 11
Pyrus Japonica.	June 2	June 3	-	-	-	-	May 3	May 23	May 23	May 26	May 3	May 6	Apr. 30	June 9
Rose, Russian.	May 27	May 26	-	-	-	-	May 26	May 17	June 6	June 23	June 14	June 8	May 24	June 9
" Scotch.	May 2	Apr. 27	-	-	-	-	May 20	May 27	May 9	May 27	May 2	May 7	May 6	Apr. 28
Shad Bush.	-	-	-	-	-	-	Apr. 4	Apr. 27	May 9	Apr. 25	May 2	May 8	May 6	May 6
Violet, Blue.	-	-	-	-	-	-	-	-	May 9	Apr. 25	-	-	-	May 6
Wind Flower.	Apr. 19	May 24	7	23	-	Apr. 18	-	-	May 9	-	-	-	Apr. 24	May 1

LIST OF TRUSTEES,

From the commencement of the Hospital. The first three were Commissioners for building, and as such were appointed in 1830.

NAMES.	Residence.	When appointed.	When services ended.	In what way services ended.
Horace Mann, . . .	Dedham, . . .	1832,	1834,	Commis'n expired.
Bazaleel Taft, Jr., . .	Uxbridge, . . .	1832,	1834,	" "
William B. Calhoun, .	Springfield, . .	1832,	1835,	" "
Alfred D. Foster, . .	Worcester, . . .	1832,	1836,	" "
Francis C. Gray, . .	Boston, . . .	1832,	1836,	" "
Thomas A. Green, . .	New Bedford, .	1834,	1837,	" "
Thomas Kinnicutt, . .	Worcester, . . .	1834,	1838,	" "
Horace Mann, . . .	Boston, . . .	1835,	1839,	" "
Emory Washburn, .	Worcester, . . .	1836,	1837,	Resigned.
Abra'm R. Thompson,	Charlestown, .	1836,	1841,	Commis'n expired.
Myron Lawrence, . .	Belchertown, .	1837,	1840,	" "
Stephen Salisbury, .	Worcester, . . .	1837,	1840,	" "
Edward D. Bangs, . .	Worcester, . . .	1838,	1838,	Deceased.
William Lincoln, . .	Worcester, . . .	1838,	1840,	Commis'n expired.
Daniel P. King, . . .	Danvers, . . .	1839,	1844,	" "
Alfred D. Foster, . .	Worcester, . . .	1840,	1842,	" "
Maturin L. Fisher, .	Worcester, . . .	1840,	1843,	" "
Henry Gardner, . .	Boston, . . .	1840,	1845,	" "
Robert Campbell, . .	Pittsfield, . . .	1841,	1843,	Resigned.
Edwin Conant, . . .	Worcester, . . .	1842,	1844,	"
H. H. Childs, . . .	Pittsfield, . . .	1843,	1846,	Commis'n expired.
Joseph Sargent, . .	Worcester, . . .	1843,	1848,	" "
Stephen Salisbury, .	Worcester, . . .	1844,	1850,	" "
Stephen C. Phillips, .	Salem, . . .	1844,	1851,	" "

LUNATIC HOSPITAL AT WORCESTER.

LIST OF TRUSTEES—Concluded.

NAMES.	Residence.	When appointed.	When services ended.	In what way terminated.
Murdock, . . .	Carver, . . .	1845,	1847,	Commissioner
James F. Plunkett, .	Pittsfield, . .	1846,	1849,	"
James French, . .	Canton, . . .	1847,	1848,	Resigned
James Davis, . . .	Worcester, . .	1848,	1849,	"
William Appleton, .	Boston, . . .	1850,	1851,	Declined
Lincoln, . . .	Worcester, . .	1849,	1852,	Commissioner
Samuel H. Kellogg, .	Pittsfield, . .	1849,	1853,	"
S. C. Knowlton,	Worcester, . .	1850,	1853,	Declined
Samuel Hooper, . .	Fall River, . .	1851,	1854,	Commissioner
Samuel G. Howe, . .	Boston, . . .	1851,	1855,	"
James Newton, . .	Worcester, . .	1852,	1856,	"
William Ripley, . .	Greenfield, . .	1853,	1854,	"
James B. Congdon, .	New Bedford, .	1853,	1855,	Resigned
James Child, . . .	Lowell, . . .	1854,	1858,	Commissioner
Samuel Morris, . . .	Springfield, . .	1854,	1855,	Resigned
Charles H. Stedman, .	Boston, . . .	1855,	1861,	Commissioner
William T. Merrifield,	Worcester, . .	1855,	1863,	"
James Colt, . . .	Pittsfield, . .	1855,	1860,	"
Samuel N. Bates, . .	Worcester, . .	1856,	1861,	"
Samuel W. Hooper, .	Boston, . . .	1856,	—	{ Commissioner and resigned
Samuel F. Jenks, . .	Adams, . . .	1856,	—	—
Samuel Jarvis, . . .	Dorchester, . .	1861,	—	Commissioner
William Workman, .	Worcester, . .	1862,	—	—
Samuel E. Sewall, . .	Boston, . . .	1863,	—	—
Samuel Chapin, . . .	Worcester, . .	1866,	—	—

Homicidal or suicidal? Ans.

Paralytic or epileptic? Ans.

Previous existence of insanity in the lunatic? Ans.

Previous or present insanity in any of the family? Ans.

Habits in regard to temperance? Ans.

Whether he has been in any lunatic hospital; if so, what one, and how long? Ans.

(If a woman.) Has she ever borne any children? Ans.

(If a woman.) How long since the birth of her last child? Ans.

Name and post-office address of some of the nearest relatives? Ans.

What facts show whether he has or has not a settlement, anywhere, in this State? Ans.

[For the law relating to settlement, see Gen. Stat., chap. 69.]

PHYSICIAN'S CERTIFICATE.

The subscribers, respectable physicians of _____ county of _____, having made due inquiry and examination of _____ named in the application, within one week prior to the date hereof, certify that _____ is insane, and a proper subject for the treatment and custody of the Worcester Lunatic Hospital.

_____, ss.

Then the above named _____

made oath that the above certificate is true.

Justice of the Peace.

Commonwealth of Massachusetts.

_____, ss. At _____

, in said county of _____

on the _____ day of _____ A. D. 186 .

On the application of _____ for the custody of _____ in said county, to the Worcester Lunatic Hospital, _____; notice in writing being given by said applicant to one of the selectmen _____ of _____ where said _____ resides, of his intention to apply for the same, and said _____ having been duly summoned to the time and place appointed for hearing, it appears, upon a full and true consideration of the facts, that _____ is an insane person, and a proper subject for the treatment and custody of the Worcester Lunatic Hospital. Wherefore it is ordered that said _____ be committed to the said Worcester Lunatic Hospital.

Judge of Probate.

FORM OF OVERSEERS' BOND.

Worcester Lunatic Hospital.

Whereas, _____ of _____, in the county of _____, has been admitted a boarder in the Worcester Lunatic Hospital, _____, a majority of the Overseers of the Poor of the town of _____, in the county of _____, in behalf of the inhabitants of said town, do hereby promise _____ Treasurer of said Hospital, to pay him, or his successor in said office, the rate of board which may, from time to time, be determined by the Trustees of said hospital, for said patient, so long as h _____ shall continue a boarder in said hospital, with such extra charges as may be occasioned by h _____ requiring more than ordinary care and attention, to provide for h _____ suitable clothing, and to pay for all such necessary articles of clothing as shall be procured for h _____ by the Steward of the hospital, and to remove h _____ from said hospital whenever the room occupied by h _____ shall be required for a class of patients having preference by law, or in the opinion of the Superintendent, to be received into said hospital: Also to pay not exceeding fifty dollars for all damages h _____ may do to the furniture and other property of said hospital, and for reasonable charges in case of elopement, and funeral charges in case of death. Payment to be made quarterly, and at the time of removal, with interest on each bill from and after the time it becomes due.

Witness our hands this

day of

Attest.

(Signed,)

} *Overseers of the Poor*
 } *of the*
 } *Town of*

FORM OF PRIVATE BOND.

Worcester Lunatic Hospital.

Whereas _____, of _____, in the county of _____, as Principal, and _____, in the county of _____, as surety, do hereby jointly and severally promise _____ Treasurer of said hospital, to pay him or his successor in said office, the rate of board which may, from time to time, be determined by the Trustees of said hospital, for said patient, so long as h _____ shall continue a boarder in said hospital, with such extra charges as may be occasioned by h _____ requiring more than ordinary care and attention; to provide for h _____ suitable clothing, and to pay for all such necessary articles of clothing as shall be procured for h _____ by the Steward of the hospital, and to remove h _____ from said hospital whenever the room occupied by h _____ shall be required for a class of patients having preference by law, or in the opinion of the Superintendent, to be received into said hospital. Also to pay, not exceeding fifty dollars, for all damages h _____ may do the furniture and other property of said hospital, and for reason-

able charges in case of elopement, and funeral charges in case of death. Payment to be made quarterly, and at the time of removal, with each bill from and after the time it becomes due.

Witness our hands this _____ day of _____, A.

Attest. (Signed,) _____

, F.
, S.

Patients will be received into the hospital at any time, if the conditions are complied with :

If the patient is in indigent circumstances, and has no settlement in the Commonwealth, the Probate Court, or if in the city of Worcester, the Superior Court, will issue a warrant for the commitment of the patient to the hospital. The State will then pay the cost of support, and from which the patient is sent will pay the expenses of the commitment.

If the patient is in indigent circumstances, and has a settlement in the Commonwealth, the Overseers of the Poor of that town will be required to give a bond for the support of the patient. Or, when this is inconvenient, an application may be made to the Probate Court of the county in which the patient resides, and a warrant will be issued for the commitment of the patient to the hospital, and the town will be held responsible for the support of the patient.

In all other cases a bond from responsible persons, as principal and surety, will be required for the expenses of the patient while in the hospital.

In all cases, before admission to the hospital, two physicians, one of whom shall be the family physician, must certify that the patient is insane.

All necessary clothing must be supplied by the friends of the patient.

Clothing will be supplied at the hospital, if desirable, and charges for such bills at cost.

Damages done to the furniture and other property to the amount of five dollars may also be charged.

Reasonable charges will be made in case of elopement, and funeral charges in case of death.

All bills are collected by the Treasurer quarterly, or interest may be added on the same after becoming due.

Bills become due on the first of January, April, July and October, or when the patient leaves the hospital.

PUBLIC DOCUMENT.....

.....No. 23.

THIRTEENTH ANNUAL REPORT

OF THE

I N S P E C T O R S

OF THE

STATE ALMSHOUSE,

AT

BRIDGEWATER.

OCTOBER, 1866.

B O S T O N :

WRIGHT & POTTER, STATE PRINTERS,
No. 4 SPRING LANE.

1867.

Commonwealth of Massachusetts.

INSPECTORS' REPORT.

To His Excellency the Governor of the Commonwealth of Massachusetts, and the Honorable the Executive Council.

In compliance with the laws of this Commonwealth, the Inspectors of the State Almshouse at Bridgewater most respectfully present their Thirteenth Annual Report for the year ending September 30th, 1866, together with the reports of the Superintendent, Hon. L. L. Goodspeed, and other officers of this institution.

The Report of the Superintendent is so nearly exhaustive of the financial and other subjects usually contained in our annual reports, that but little of importance is left the Inspectors to report or communicate, excepting a brief statement of the general condition of the institution, the changes made in it, with such other facts as are incident to the responsibility and supervision of the affairs of the establishment.

At the last session of the legislature of this Commonwealth, an Act was passed, entitled "An Act to establish a State Workhouse at Bridgewater." By that law, the board of state charities are authorized to devote so much of the almshouse at Bridgewater to that purpose as they shall deem necessary; and also to make such alterations and additions as in their judgment are proper.

Since the passage of the Act above referred to, no alterations or additions to any of the buildings here, by order of said

ALMSHOUSE AT BRIDGEWATER.

ard, have been made ; and four persons have been co
the State workhouse here. Most of the children s
ve been removed to the State almshouse at Monson.
But few paupers have been sent here during the last
e months. The number of inmates now here is less
s been for many years, and the number is still decre
ying during the last month from 350 to 320.

The number of children now here is considered too
stify the employment of a school teacher. The few
nt to a public school in this district, for whose instr
oderate price has been paid to the district.

Among those now in the almshouse, a large propor
the hospital for the insane or sick, or are idiotic, a
crepit. There is not an individual male inmate
abishment of mature years who is sound in mind an
requiring unabated and vigilant attention. Th
ndly cared for by an intelligent and faithful Superin
au whom very few better understand their necessities
re prompt to administer such comforts as their varie
ns and circumstances may require.

The buildings are in decent repair, and the severa
nts occupied by the inmates are well heated, well vo
an and comfortable.

In our report of last year we suggested the necessi
ditional building for the insane and demented. Un
w law relating to this almshouse, that subject is place
nds of the board of state charities, and a new build
merly recommended by us, may not now be deeme
ry under the new arrangement.

Some repairs, particularly on the interior of the bu
ve been deemed necessary. Owing to the imperfect
which the buildings were originally constructed and
quent repairs are indispensably necessary.

Considerable portions of the plastering have been
ring the past year, and new plastering substituted.

The furnaces, some of which were badly worn, ha
en repaired.

Among so many buildings as are here clustered toget
se not of the best workmanship, frequent repe

required to prevent a rapid decay, and to make the inmates comfortable.

The farm is in a flourishing condition. Large portions of it are in a high state of cultivation, producing generally large crops of hay, grain, and vegetables of every variety needed for the consumption and support of the inmates.

An examination of the Superintendent's reports will better illustrate the present and past condition of the farm, and the improvements made upon it, than any detailed remarks of ours can do. From a barren waste of unproductive land, it has been made one of the best and most productive farms in this vicinity.

The amount of stock kept upon the farm, consisting of horses, oxen, cows, swine, poultry and young cattle, comprises about the same, in kind and number, as is contained in our report of last year. The number of cows (now about twenty,) is steadily increased, as by improvements upon the farm the means of subsistence for them is furnished.

A large number of the cows are from the best breeds of cattle, and add much to the value of the stock.

The farm is divided into large lots, enclosed by massive walls, built from rocks and stones taken from the waste and unproductive portions of the farm; thus removing obstructions to cultivation on one portion of the land, while materials are furnished for enclosing another and better part of the farm, already under a good state of cultivation.

A young and thrifty orchard of apple trees upon the farm has commenced yielding its fruit, and promises well for the future. Pears, grapes and other fruits yield a good supply, each of their kind.

While the leading object in the management of the farm has been so to cultivate and improve it as to increase its value and the quantity and quality of its productions for the support and comfort of those who, in some good measure, live and are dependent upon its liberal yield, the ornamental and attractive parts have not been overlooked or neglected.

In the selection and arrangement of the fruit and forest trees, vines and shrubbery, plants and flowers near and around the house, much good taste and judgment are displayed, alike in the design and in the execution of the work.

ALMSHOUSE AT BRIDGEWATER.

Regular preaching in the chapel, as heretofore, is conducted by the Chaplain, Rev. P. L. Cushing, who faithfully communicates the truths of the gospel to such of the inmates as are present at the services.

All are respectful and generally attentive during the religious worship. Some appear to take an interest in the moral exercises, and occasionally give evidence of improvement, at least, in the ordinary walks of life. But such results are not of frequent occurrence among those who are of mature age when sent here. A large proportion of the adult inmates are uneducated, are ignorant and demoralized when they come into this institution. There are, however, occasional exceptions: a few of more culture, of better habits of life, whose misfortunes, and not their vices, have compelled them to come into the State almshouse.

The hospitals of the institution are under the care of the attending Physician, Dr. Edward Sawyer, an experienced and faithful practitioner in the medical department, whose professional services among the sick in the hospitals have given general satisfaction during the brief period of his attendance.

Dr. Harlow still continues the consulting Physician. His services, when required, are promptly rendered with general satisfaction.

The insane and demented are in much the same condition when last reported by us. But few have been added, and a few have been removed during the past year. What changes, if any, the board of state charities purpose to make in this department, we are not informed.

It is a well established fact, that in providing for an institution like this, or even in private families, other things being equal, the greater the number to be provided for, the more proportionate expense; and *vice versa*. If, therefore, the number of inmates in a portion of the institutions be increased, while in others the number is greatly diminished, the result must, of necessity, be as above stated.

The female departments are under the care and supervision of the chief Matron, Mrs. L. L. Goodspeed, a *lady* in the use of the word, and well qualified to aid the Superintendent in his arduous and complicated duties.

ole number of inmates received into this almshouse
rst establishment, as per record, is 16,383; a very
portion of whom, among the adults, were mentally
eally sound when admitted; and very many of the
hen brought here are sadly diseased.

pectors, in closing this Report, take pleasure in again
stimony to the skill and fidelity of the Superinten
the duties of his office, and in his sympathy and care
stitute and homeless in this institution.

JAMES FORD,
JAMES H. MITCHELL,
JOSEPH B. THAXTER,
Inspectors.

SUPERINTENDENT'S REPORT

To the Inspectors of the State Almshouse at Bridgewater.

GENTLEMEN:—The following is presented for your consideration, as showing the business transactions for the year just closed:—

SUMMARY OF INMATES.

Number in the house, October 1, 1865,	.	.
admitted during the year, (including 37		
births,)	.	.
in the house during the year,	.	.
discharged and returned,	.	.
died during the year,	.	.
remaining October 1, 1866,	.	.

Number of men, 100; women, 146; boys, 20; girls, 10.

EXPENDITURES.

Amount expended from October 1, 1865, to	
December 31, 1865, was	\$1,000.00

RECEIPTS FOR SAME PERIOD.

From treasurer of Commonwealth, balance of	
appropriation for 1865,	\$1,000.00
For stock, &c., sold,	100.00
From State treasurer, as per resolve of legislature,	100.00
Total,	\$1,200.00

Expenditures from January 1, 1866, to October 1, 1866, were \$29,018.60, which have been paid with cash received at sundry times from the State treasurer.

Total available receipts from October 1, 1865, to October 1, 1866, have been \$41,363.74.

Since January 1, 1866, there has been received for cash sales, the sum of \$694.87, all of which has been paid to the treasurer of the Commonwealth, agreeably to the requirements of law.

Of the appropriation made for the current expenses for the year 1866, there now remains the sum of \$17,981.40.

The items that constitute the current expenses are as follows:

Salaries of Inspectors,	\$480 00
Salaries of resident officers,	5,851 33
Sundry persons, incidental labor,	215 58
Dry goods, bedding and clothing,	4,943 83
Tea, coffee, chocolate and shells,	758 16
Boots, shoes and leather,	1,011 38
Cows, beef and farm stock,	1,593 00
Transportation of merchandise,	480 85
Incidental expenses,	12 95
Boiler, engine, furnaces, stoves and repairs,	503 50
Lime, lumber, cement and bricks,	220 18
Furniture and furnishing goods,	269 59
Farm implements and seeds,	172 92
Blacksmith and carriage work,	210 05
Painting,	836 31
Labor of mechanics on repairs,	201 88
Hay and straw,	689 74
Crockery, tin, glass, hard and woodware,	122 52
Nails, glass, &c.,	85 92
Brooms, brushes, baskets, lines and pins,	155 28
Soap and material,	142 74
Hops and malt,	104 25
Salt, vinegar, &c.,	124 67
Small groceries,	111 77
Post office expense,	21 96
Books, stationery and newspapers,	52 88
Medical supplies,	429 71

ALMSHOUSE AT BRIDGEWATER.

ht, . . . . .	.	.	.	.	.	.	.	.
dry small goods, . . . . .	.	.	.	.	.	.	.	.
tacco, snuff and pipes, . . . . .	.	.	.	.	.	.	.	.
turage, . . . . .	.	.	.	.	.	.	.	.
S. tax, . . . . .	.	.	.	.	.	.	.	.
nting, . . . . .	.	.	.	.	.	.	.	.
pairing roof, . . . . .	.	.	.	.	.	.	.	.
mbing work, . . . . .	.	.	.	.	.	.	.	.
17 dozen of eggs, . . . . .	.	.	.	.	.	.	.	.
16 cords of wood, . . . . .	.	.	.	.	.	.	.	.
380 tons of coal, . . . . .	.	.	.	.	.	.	.	.
9 tons fine feed, . . . . .	.	.	.	.	.	.	.	.
759 barrels of flour, . . . . .	.	.	.	.	.	.	.	.
55 barrels crackers, . . . . .	.	.	.	.	.	.	.	.
28 barrels apples, . . . . .	.	.	.	.	.	.	.	.
136 barrels beef, . . . . .	.	.	.	.	.	.	.	.
8 barrels pork, . . . . .	.	.	.	.	.	.	.	.
4 barrels sweet potatoes, . . . . .	.	.	.	.	.	.	.	.
2 barrels pickled fish, . . . . .	.	.	.	.	.	.	.	.
,683 bushels of grain, . . . . .	.	.	.	.	.	.	.	.
159 $\frac{3}{4}$ bushels beans, . . . . .	.	.	.	.	.	.	.	.
88 bushels of potatoes, . . . . .	.	.	.	.	.	.	.	.
215 bushels onions, . . . . .	.	.	.	.	.	.	.	.
,517 gallons of molasses, . . . . .	.	.	.	.	.	.	.	.
,178 gallons milk, . . . . .	.	.	.	.	.	.	.	.
,271 pounds of rice, . . . . .	.	.	.	.	.	.	.	.
,661 pounds meat, . . . . .	.	.	.	.	.	.	.	.
855 pounds ham, . . . . .	.	.	.	.	.	.	.	.
,408 pounds fish, . . . . .	.	.	.	.	.	.	.	.
,429 pounds butter, . . . . .	.	.	.	.	.	.	.	.
841 pounds cheese, . . . . .	.	.	.	.	.	.	.	.
,475 pounds sugar, . . . . .	.	.	.	.	.	.	.	.
Total amount paid for supplies,								\$41,363.74

At the last session of the legislature, an appropriation was made for the purpose of repairing the chimneys, oven, &c., there has been used the sum of \$283.59, making the amount received and expended during the year, as follows: rent expenses, \$41,363.74; for extraordinary expenses, \$283.59; for sales and paid into treasury, \$694.87; receipts, \$42,342.20.

commitments under the Act authorizing them to part of this establishment for a workhouse.

In former reports, your attention has been called to many evils attending the management of criminal paupers, the want of system by which they could be legally controlled. It is confidently believed that the one about to be commenced will remove many of the obstacles heretofore in the more successful management of this and all other State paupers.

The supervising board have not erected any new buildings, nor essentially altered any of the present ones, believing it to learn first what the probable wants will be.

The policy of removing the children suitable to be educated to the institution at Monson has been continued for many years, leaving at the present time about ten, or only of a capacity to attend school.

Most of the inmates now here are adults, who are infirm, blind, deaf, dumb, idiotic, insane, demented, and of course unable to perform any labor. At the present time, there is not *one* male adult inmate who is mentally and physically well. The number of inmates has been less than any previous year; and of those capable of sustaining any physical labor, almost none at all; so much of the work upon the farm has been done without their help. The farm consists of about one hundred and fifty acres, and when purchased by the Commonwealth was very barren and unproductive, no inconsiderable portion of it being covered with hard and rocky soil, while much of the remainder was a swamp, producing nothing but bushes. Notwithstanding these great disadvantages under which we commenced farming, the assistance of inmate labor, upon which we could be more dependent than now, as well as hired help, improvements have been made which have added much to the permanent value of the farm. In carrying on the agricultural department, it has been kept to the importance of a yearly crop of such value as to improve the land, as well as the necessity of producing as much as possible for the immediate use of the institution. The year now closing presents very satisfactory results in this department; the yield of all the principal crops has been very good. In this connection, let me remind you of the great need of pasturage, which is now supplied by hiring of a neighbor.

to suggest whether it would not be for the interest of the Commonwealth to purchase some fifteen or twenty acres of good land now offered for sale at a moderate price, and adjoining this farm on the southern boundary.

This land, besides being in a condition for immediate use, has upon it a young and thrifty orchard. To my mind, looking at it strictly as a matter of economy, it would be a wise purchase, even if the many conveniences attending it are not added to the account. The insane, as you are well aware, are still here, to the number of nearly or quite one hundred, mostly females, who occupy several of the largest and best appointed wards, thereby causing a want in the management of another class, which, however, during the latter part of this year, has not been felt to the same extent as formerly, on account of the comparatively small number of admittances. A year or two since, the board of state charities caused to be built, at the State almshouse at Tewksbury, a brick receptacle for the care and custody of this class of insane then at that almshouse, because, as one of the board stated to me, the accommodations there were unsuitable; nor are they, said he, "what they should be at Bridgewater;" in which I fully concurred at the time. The remedy for the evils attending the care of this unfortunate class of our inmates is with the supervising board, who, no doubt, will see that better accommodations are furnished them, either here or elsewhere; so really there appears to be no necessity for the annual stereotyped appeal, "a separate building for the insane." The buildings throughout are in very good condition, no needed repairs having been neglected, nor has there been expended for this purpose, within or without, any outlay not demanded by a wise economy.

The house is still warmed by furnaces and stoves; though in former reports the great danger and inconvenience attending this method, have been fully brought to the notice of the legislature, no authority has been given, nor any appropriation made to heat it with steam. The necessity of protecting lives and property is my apology for again asking you to urge its importance, notwithstanding your efforts heretofore have been unsuccessful.

Since the removal of the children to the State Primary School at Monson, the schools in the institution have been dis-

continued, and the few remaining scholars (ten or number,) have been provided with instruction at the school, which is in close proximity to the almshouse. The expediency of this arrangement no one will question at a liberal thought, for not only are better results obtained but at very much less cost.

Though the number of inmates is considerably heretofore, the number in the hospital department is comparatively large, from the fact that the patients are mostly of chronic cases: paralytic, infirm, demented, generally broken down from most all sorts of causes, of whom have occupied the wards from the opening of the almshouse. This department of the institution is in charge of a competent physician, who attends not only to the medical wants, but sees that the various nurses employed properly perform their duties in a proper manner.

Our Sabbath services are still conducted by the Rev. Mr. Cushing, who has labored with his accustomed zeal upon his hearers the necessity of a reformation, and instructed them how to accomplish it. While the Bible is the standard of right, his lessons have been of a practical character well calculated to show them the way of escape from the ruin in waiting for all who refuse obedience to the Lord. That those that are able attend devotional meetings, and from the recent sincerity evinced, may we not hope the question more frequently asked, "What must I do to be saved?" will be answered by the faithful labors of the clergyman of their own choice. During his weekly visits, and to the sick in an especial manner, his visits seasons of great interest, and, no doubt, of great improvement.

In closing, allow me to renew to you the obligations I am under for the constant and ever-ready willingness to aid me through so long a term of service in the discharge of the duties of the many, and not unfrequently, perplexing duties to the care of the institution, under your inspection.

L. L. GOODSPEED, *Superintendent*.

BRIDGEWATER, Sept. 30, 1866.

PHYSICIAN'S REPORT.

To the Inspectors of the State Almshouse at Bridgewater.

GENTLEMEN:—The following, being the Thirteenth Annual Report since the opening of this institution, is herewith respectfully submitted. This Report is based upon such knowledge as has been gained from personal observation, extending over a period of three months from the first of July, together with such facts as can be gathered from the hospital records kept by my predecessors in office.

SUMMARY.

The number of patients admitted to hospital, . . .	473
now remaining in hospital, . . .	63
deaths the past year, . . .	134
discharged, . . .	337

The number of deaths, compared with the number of cases admitted to the hospital, is proportionally larger than in the previous year. Of the 134 recorded, 32 were those of infants and children under one year of age, the majority of whom died of exhaustion alone; of those remaining, 26 were of persons upwards of 60 years of age, a period when at best life is insecure, leaving 76 deaths occurring among the children, youth and middle-aged classes, which, more than any other, have the lease of a long life.* Of this number, phthisis carried away 29. Many of those dying of old age and phthisis, were to be found in the number remaining in the hospital at the time of the last annual report. Proper deduction being made for the incurable diseases, the number of deaths, compared with the cases admitted to the hospital, is not proportionally larger than in years previous.

There have been but 17 cases of purulent ophthalmia the year, 8 of which are now remaining; most of them yielded readily to treatment; those depending upon condition of the blood, were less amenable to treatment, often reappeared, increasing the number of cases on the 1st of the year.

Throughout the institution a praiseworthy degree of cleanliness has been enforced, such as goes far towards the prevention of disease, or its alleviation, and together with the general order and quiet always to be observed, is the best guarantee of the earnest purpose and ability of the Superintendent and Matron to make this institution what the public expect—a home for its poor and unfortunate, where they are fed and clothed, and cared for when suffering from disease.

In conclusion, I would extend thanks to the Superintendent and Matron, and other officers of this institution, for their co-operation and assistance in the discharge of the duties of my office.

I am, gentlemen, yours respectfully,

EDWARD SAWYER, *Physician*.

BRIDGEWATER, Sept. 30, 1866.

List for the Year and for each Month.

DISEASES.		Total.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
Of Alimentary Canal.	Cancerum Oris.	2	-	1	1	-	-	2	1	-	-	-	1	1
	Cholera Infantum.	4	-	1	1	-	1	1	-	-	-	1	1	1
	Dyspepsia.	2	2	1	-	-	-	-	-	-	-	1	1	1
	Diarrhoea and Dysentery.	9	1	1	1	1	-	-	-	-	-	1	1	1
	Stoppage and Constipation.	3	1	-	-	-	-	-	-	-	-	-	-	-
	Typhoid Fever.	1	1	-	-	-	-	-	-	-	-	-	-	-
Of Respiratory Organs.	Asthma.	2	1	2	1	4	5	12	-	1	-	-	-	-
	Coughs, Colds, &c.	25	1	1	1	-	5	2	1	1	3	1	1	1
	Pertussis.	3	-	2	-	-	3	-	-	-	-	-	-	-
	Phthisis.	12	2	2	2	-	-	-	-	-	-	-	-	-
	Pleurisy and Pneumonia.	7	1	3	2	-	-	-	-	-	-	-	-	-
Of the Nervous System.	Alcoholismus.	8	3	-	1	-	-	1	1	-	3	-	-	-
	Apoplexy.	1	-	-	-	-	-	-	-	-	1	-	-	-
	Chorea.	1	-	-	-	-	-	-	-	-	-	-	-	-
	Convulsions.	6	-	-	-	-	-	3	1	-	1	-	-	-
	Insane and Idiots.	23	7	2	-	-	1	5	1	1	1	-	2	-
	Paralysis.	8	4	-	-	-	1	-	2	2	-	-	-	-

ALMSHOUSE AT BRIDGEWATER.

	DISEASES.	Totals.	MONTHS.												Totals.	Average.
			October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.		
<i>Of the Skin,</i>	{ Chicken Pox,	4	1	1	1	1	1	2	3	1	1	1	1	1	8	68.
	{ Scabies,	6	1	2	1	1	1	1	1	1	1	1	1	1	7	72.
	{ Small Pox,	4	1	1	1	1	1	1	1	1	1	1	1	1	8	88.
<i>Of the Eye,</i>	{ Granular Lids, &c.,	22	2	2	5	1	4	1	2	1	2	3	1	1	24	190.
	{ Purulent Ophthalmia,	17	2	1	6	1	4	1	1	1	1	1	1	1	17	118.
<i>Veneral,</i>	{ Gonorrhoea and Stricture,	8	3	2	8	10	1	4	1	2	1	1	1	1	24	194.
	{ Syphilis,	54	13	11	9	10	1	4	1	1	1	1	1	1	106	106.
Surgical and other Diseases,	{	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1.
	{	10	4	1	1	1	1	1	1	1	1	1	1	1	1	1.
	{	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1.
	{	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1.
	{	87	4	2	6	9	4	2	4	1	1	2	3	1	1	1.
	{	12	2	2	3	1	2	1	1	1	1	1	1	1	1	1.
All other Diseases,		7	3	1	1	1	1	1	1	1	1	1	1	1	1	1.
Totals,		168	28	22	15	32	16	16	12	4	10	6	4	8	470	101.
Average,		101	128	120	117	121	118	120	106	124	125	127	121	122	121	121.

[illegible]

“VOLUNTARIAT EN EL SERVIDO EN COMUNITAT”

TABLE IV. — CONTINUED.

DISEASES OR CAUSES OF DEATH.	Total	Male.	Female.	Inmate Males.	Inmate Females.	Total	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Under 1.	1 to 2.	2 to 4.	5 to 10.	10 to 20.	20 to 30.	30 to 40.	40 to 50.	50 to 60.	60 to 70.	70 to 80.	Over 80.
Intussusception, . . .	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Marasmus, . . .	2	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Old Age, . . .	16	4	12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Paralysis, . . .	8	1	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pertussis, . . .	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Phthisis, . . .	83	21	62	1	—	6	4	6	1	1	3	3	1	2	3	4	3	3	—	—	—	—	—	—	—	—	—	—	—	—
Pneumonia, . . .	4	2	2	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Scrofula, . . .	2	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Softening of Brain, . . .	3	2	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Small Pox, . . .	4	—	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Syphilis, Congenital, . . .	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total, . . .	134	66	68	8	8	11	13	19	18	22	10	11	9	6	6	5	7	8	34	6	4	1	8	19	15	13	13	7	14	5

Whole number since the opening of the Institution, 2,296

CHAPLAIN'S REPORT.

*To the Honorable Board of Trustees of the State Alms-
house at Bridgewater.*

GENTLEMEN:—In presenting my Annual Report, I have
to say beyond what I have previously communicated.

I need not inform you how few and unimportant
ordinary changes in such an institution as this, both
to the character of the inmates and the general routine
of the house, of which the services of the chapel form a part.
It has been my aim to give to this great company of human beings
religious counsel and encouragement as their forlorn
and pitiful condition suggests. I have sought to do this
to impress them with the beauty of holiness and the
horror of sin; to awaken conscience, which, in too many
cases has had a long and undisturbed slumber, and to help
them to see that the chief cause of their misery lies in their
distance from God. I have shown at too great a distance, the example of Him who
redeemed us from all iniquity. I am not without the hope that my labors
have not been entirely fruitless; but, looking earthward, the picture
is mainly a discouraging one, calling for the largest
patience and hope. When that which is godlike in
man has been dwarfed by neglect, or palsied by excess, vain,
human help, till divine power begins the work of
reformation and changes weakness into strength. One cannot fail
to be impressed with the value of early moral
training and how much depends, in the formation of character,
on the golden period of childhood. Who can tell how
many might have been the lot of many whom we now see
in dependent old age, indifferent to their true interests,
quiescing in what really is their shame, had they

rescued in time from the influences which centered in the squalor, wretchedness and sin, amid which they were reared? The efforts which are being made, therefore, by the State, to improve the condition of the children of thriftless and dissolute parents, by placing them in families where they will be trained for usefulness, and we trust for heaven, ought not to be regarded with indifference. This class (the young,) are greatly missed from our chapel service, in which they were accustomed to take part in songs of praise; but we may well acquiesce in any change which will most speedily and effectually put them in that course of training and education which they so imperatively need. It is to be hoped, too, that the experiment of sending the idle and dissolute here on sentence, will prove a successful one. But the friends of this wise measure, and the public, so far as they are interested and will be watching the result, must not expect too much. It must be remembered, that notwithstanding the liberal provision which has been made by our noble Commonwealth and private munificence, for suppressing vice and crime, vice and crime still defiantly rear their shameless heads and keep pace with whatever measures are devised for their extermination. Some who are committed, will doubtless learn the salutary lesson designed for them; but more, it is to be feared, will come and go, too closely wedded to inveterate habit to do what they sometimes feel they would.

I am happy to renew my sense of obligation to the Superintendent and his estimable lady, the Matron of the house, and to say that my intercourse with all has been of an agreeable character.

Respectfully submitted.

P. LINCOLN CUSHING, *Chaplain.*

THIRTEENTH ANNUAL REPORT

OF THE

INSPECTORS

OF THE

STATE ALMSHOUSE

AND

STATE PRIMARY SCHOOL,

AT

MONSON.

OCTOBER, 1866.

BOSTON:

WRIGHT & POTTER, STATE PRINTERS,
No. 4 SPRING LANE.

1867.

ALMSHOUSE AT MONSON.

A new grist mill, to take the place of one worn out, obtained at a cost of \$295, with an additional expenditure of \$122.44 for pulleys and belts to operate the same.

New washing machinery will be needed before the end of another year, and it is in contemplation to remove the washing department from its present location over the boiler room, where it is a constant source of annoyance on account of its leaking into the room below, to a ground floor.

A new play-house for the boys is needed. The present play-house is partially occupied by adults as a lodging-room. If the room were wholly vacated and converted into a male hospital, a female hospital in the principal building could be removed to the room now occupied by the men, much to the advantage of the inmates who live in the main building.

A small appropriation to meet the expense of these improvements will be asked of the next legislature.

The products of the farm for the present year are valued at \$16,262.38,—an increase of \$3,249.09 over the value of the productions in 1865. Formerly the expense for milk was more than \$3,000 annually. This year only \$809.76 has been expended for this article, while the amount produced is valued at \$2,911.44.

The farm already produces hay enough to keep all the stock needed in winter; but there is a lack of pasturage in the summer, and for several years pastures have been rented at a great inconvenience. In our last report we advised the purchase of more pasture land, and we now renew the recommendation.

The number of inmates in the Almshouse at the close of the last financial year was	.	.	.	.
Number admitted the present year, including births,	.	.	.	.
Discharged, indentured, deserted, and died,	.	.	.	.
Transferred to Primary School,	.	.	.	.
Remaining in the Almshouse,	.	.	.	.
Pupils in the School,	.	.	.	.
Average number supported through the year,	.	.	.	.
Decrease from the number supported last year,	.	.	.	.
Cost per week of supporting each inmate,	.	.	.	.

This is an increase of seventy-two cents per week over the cost of supporting inmates last year. In explanation

ALMSHOUSE AT MONSON.

d of State Charities to appoint an agent to visit
 agent is just entering upon his duties.
 ough we are sometimes pained at the conduct of
 child, or the abuse which a master has inflicted,
 ently encouraged by reports of a favorable charac
 ssurance that children have found excellent home
 enjoy all the kindness and care that parents can
 their own offspring.
 nce the children have been mostly removed from t
 e to the Primary School, there will be few to in
 this department.

SALARIES OF SUPERINTENDENT AND OFFICERS.

M. Brewster, jr., M. D., <i>Superintendent,</i>	\$10,000
C. S. Brewster, <i>Matron,</i>	5,000
L. Haynes, <i>Chaplain,</i>	2,000
ph D. Nichols, <i>Physician,</i>	2,000
ph H. Brewster, <i>Ass't Sup't and Clerk,</i>	2,000
riet E. Dart, <i>Teacher,</i>	1,000
ie E. Kellogg, <i>Teacher,</i>	1,000
E. Hastings, <i>Teacher,</i>	1,000
W. Kellogg, <i>Teacher,</i>	1,000
a P. Kent, <i>Teacher,</i>	1,000
e I. Burnette, <i>Teacher,</i>	1,000
a Hill, <i>Nurse,</i>	1,000
W. Richmond, <i>Assistant-Matron,</i>	1,000
rette Mason, <i>Seamstress,</i>	1,000
h C. Alford, <i>Assistant,</i>	1,000
N. Lacey, <i>Engineer, &c.,</i>	1,000
ard J. Clark, <i>Cook in inmates' department, charge fire apparatus and water-works,</i>	1,000
McDonald, <i>Baker,</i>	1,000
in Doane, <i>Farmer,</i>	1,000
les Adams, <i>Farmer,</i>	1,000
S. Sedgwick, <i>Watchman,</i>	1,000
ph W. Mason, <i>Assistant,</i>	1,000

INSPECTORS.

lon M. Fisk,	1,000
ge Chandler,	1,000
zer Porter,	1,000

THE PRIMARY SCHOOL.

On the recommendation of the Board of State Charities, the legislature of 1866 passed an Act establishing a State Primary School, in connection with the Monson State Almshouse. The larger portion of the buildings has been set apart, by direction of this Board, for the purposes named in the Act, and various alterations and improvements have been made, to correspond with the same.

Mr. F. B. SANBORN, Secretary of the Board of Charities, has interested himself deeply in the success of this school, and to him are chiefly due the suggestions and plans which are to shape and govern it. These plans and suggestions are cordially seconded by Dr. BREWSTER, the Superintendent, who is laboring diligently to carry them into effect.

An appropriation of \$2,000 was made by the legislature to make alterations for the accommodation of the school children, and carry out the plan of separating them from the adults.

A recitation-room has been provided for the first division of the school, blinds for the windows of this and the second division have been added, and desks have been put into the three lower divisions, rendering the several school-rooms as pleasant and attractive as any in the State.

A new play-house for the girls is in process of erection in their yard, and it is the design of the Superintendent to add fountains and other ornamental fixtures to the play-grounds.

The school was formally opened on the 3d of September, when three hundred and forty-five children were admitted from the almshouse, and graded into five divisions, under the teachers who had been employed in the almshouse schools. The number now attending the school is three hundred and eighty-five.

By the advice of the State Board of Charities, Rev. CHARLES F. FOSTER, for several years connected with the schools at the Tewksbury Almshouse, has been appointed Principal of the Primary School, and Mrs. FOSTER, his wife, assistant in the first division. They will enter upon their duties the 1st of October.

Under the regulations of the school, no child is to be bound out to service in the manner prescribed for indenturing paupers. This custom is superseded by a more humane and desirable system. Children admitted to the school, become

ALMSHOUSE AT MONSON.

e pupils during their minority, or till they are discharged by the Board of State Charities. They may be placed for a term of years, and a written agreement between the directors and the persons taking them provides for their education, their good treatment, and proper training, and they remain under control of the State authorities, subject to removal from an agent of the Board of State Charities, and Superintendent, and may be removed when the Inspectors consider it advisable.

Full of hope and anxious solicitude for the welfare of the children of the State, we have faith that the system inaugurated in the Primary School will work happy results for the charitable purposes of the Commonwealth.

It has been necessary to increase the number of officers to correspond with the growing cares and wants of the institution. In several instances, salaries have been increased, in recognition of the services of officers whose services have seemed indispensable. We would call attention to the report of the Superintendent, which embraces a financial and statistical record for the year, with suggestions as to the future wants of the institution. In closing, we would say that the untiring devotion of the Superintendent to the interests committed to his charge is a source of our commendation. We would also make mention of Mr. JOSEPH H. BREWSTER, the Assistant-Superintendent and Clerk, who for eight years has faithfully served; Dr. J. D. NICHOLS, our Physician, for his kind attention to the sick; Mrs. C. S. BREWSTER, the Matron, for her energetic management of the household concerns; the teachers for their earnest labors in the instruction of the pupils, and the other officers for the faithful performance of their respective duties.

GORDON M. FISK,
GEORGE CHANDLER,
ELEAZER PORTER,

Insp.

AT THE ALMSHOUSE AND PRIMARY SCHOOL, }
MONSON, Oct. 1, 1866. }

Persons admitted this year, were born in,—

Massachusetts,	.	.	.	.	.	.
Maine,	.	.	.	.	.	.
New Hampshire,	.	.	.	.	.	.
Vermont,	.	.	.	.	.	.
Connecticut,	.	.	.	.	.	.
Rhode Island,	.	.	.	.	.	.
New York,	.	.	.	.	.	.
Other States,	.	.	.	.	.	.
Ireland,	.	.	.	.	.	.
England,	.	.	.	.	.	.
Scotland,	.	.	.	.	.	.
Germany,	.	.	.	.	.	.
France,	.	.	.	.	.	.
British Provinces,	.	.	.	.	.	.
Other countries,	.	.	.	.	.	.
Unknown,	.	.	.	.	.	.

The ages of paupers and school children received relief in the year are as follows :—

6 years and under.	Between 6 and 14.	Between 10 and 18.	Between 15 and 24.	Between 20 and 30.	Between 30 and 40.	Between 40 and 50.	Between 50 and 60.	Between 60 and 70.	Between 70 and 80.
132	108	100	116	281	174	118	67	34	9

Of the number received, 147 came from Tewksbury Almshouse; 78 from Bridgewater State Almshouse; 50 from Rainsford Island Hospital; and 594 from Palmer,—of whom were travelling paupers.

FINANCIAL STATEMENT.

I. ASSETS:

[By Valuation of DAVID BRYANT, Esq., October 1, 1866.]

Real Estate.—

176 acres of land, viz., 25 acres of woodland, and
151 acres of tillage, pasturage and unproductive, 1

III. EXPENDITURES.

[A.] *Current Expenditures.*

1st,—Salaries of Superintendent and officers, .
 (\$1,209.14 of the above was for educational purposes.)

aid for labor,

Total for salaries, wages and labor,

Second,—Provisions and Supplies:

Meats of all kinds, \$4,523 37

Fish of all kinds, 569 71

Fruit and vegetables, 168 71

95 barrels of flour, average cost per barrel delivered at Palmer depot,

\$10.891 $\frac{3}{4}$, 8,659 37

Grain and meal for table, 91 25

Grain and meal for stock, 1,102 12

Tea, coffee and chocolate, 884 49

Sugar and molasses, 1,596 84

Milk and cheese, 862 10

Salt and other groceries, 913 76

All other provisions, 1,032 48

Total for provisions and supplies,

Third,—Clothing, shoes, hats and caps,

Fourth,—Fuel and lights,

Fifth,—Medicine and medical supplies,

Sixth,—Furniture, dry goods and bedding,

Seventh,—Transportation and travelling expenses,

Eighth,—Ordinary repairs,

Ninth,—Expenses of Inspectors,

Tenth,—All other expenses,

Total current expenditures,

[B.] *Extraordinary Expenditures.*

1st. Buildings and improvements.

One piggery, 50 feet long, 25 feet wide, 10 feet posts, containing 10 sties, \$279.26; blinds on school-

\$190.87; Lumber and labor on new build-	
ing Primary School girls, \$252.50, . . .	\$722 63
Extraordinary repairs.	
Round drains in court yard, \$61.21; fences	
and alterations in buildings for	
Primary School, \$408.08; pulleys and belts	
in fine room, \$122.44,	591 78
Miscellaneous expenses.	
Room furniture, \$254.05; lightning conduc-	
tor, \$92.10; Grist-mill, \$295; lumber for fire	
guards attached to main buildings, \$12.40, .	653 55
Total extraordinary expenditures, . . .	<u>\$1,967 91</u>
Total expenditures,	<u>\$50,076 41</u>

IV. LIABILITIES.

Unpaid bills, as per vouchers,	\$471 06
--	----------

V. CASH ACCOUNT.

Cash on hand, October 1, 1865,	\$562 74
since drawn from the State treasury	
at sundry times,	48,919 78
received from sale of produce,	1,045 16
received from sale of other articles,	291 90
received from all other sources,	74 00
Total,	<u>\$50,893 53</u>
Cash paid for money borrowed,	\$579 25
for interest on bills,	19 60
for salaries, wages and labor,	8,429 56
for provisions and supplies,	20,404 15
for fuel and lights,	5,650 82
for clothing, dry goods, bedding	
and furniture,	7,650 48
for repairs and improvements,	2,461 60
for all other ordinary expenses,	4,227 45
for all other extraordinary ex-	
penses,	653 55
into the State treasury,	817 12
	<u>\$50,893 53</u>

VI. SUMMARY OF THE ABOVE.

Total receipts,	.	.	.	.	.	.
Total expenditures,	.	.	.	.	.	.
Cash paid into the State treasury,	.	.	.	.	.	.
Total resources,*	.	.	.	.	.	.

Balance of liabilities in favor of the institution, \$8
The following statement shows the annual cost for
paupers and school children :—

Dr.—Cash on hand October 1, 1865,	.	.	.
since drawn from State treasury,	.	.	.
received from all other sources,	.	.	.
To decrease cash value of personal estate,	.	.	.
Total,	.	.	9

Cr.—By cash paid into State treasury, . \$817 12
for current expenses, 50,688 17

Dividing the current expenses by the average inmates, gives an average annual cost of \$98.20 ; and this sum by 52, the total number of weeks, we have a weekly cost \$1.7912.

ESTIMATED PRODUCE OF THE FARM.

5,844	pounds	pork,	.	.	.	.	.	.
7,844	"	beef,	.	.	.	.	.	.
470	"	veal,	.	.	.	.	.	.
23	pigs	sold,	.	.	.	.	.	.
6	calves	sold,	.	.	.	.	.	.
102	tons	hay,	.	.	.	.	.	.
8	"	corn stalks,	.	.	.	.	.	.
25	"	corn fodder,	.	.	.	.	.	.
7	"	vegetable crop feed,	.	.	.	.	.	.
6½	"	mowed oats,	.	.	.	.	.	.
4,510	pounds	squashes,	.	.	.	.	.	.

* \$7,520.59 balance of the unexpended appropriation of 1866, and \$1 unexpended special appropriation of 1866.

PUBLIC DOCUMENT—No. 24.

pounds bones,	1
bushels buckwheat,	
“ potatoes,	
“ carrots,	1,
“ onions,	
“ yellow corn,	
“ sweet corn,	
“ quinces,	
“ blood beets,	
“ sugar beets,	
“ mangel-wurzel,	
“ parsnips,	
“ French turnips,	
“ English turnips,	
“ tomatoes,	
“ native apples,	
“ beans,	
“ seed beans,	
“ peas,	
“ cucumbers,	
quarts currants,	
pounds pie plant,	
heads cabbage,	
quarts milk,	2,
pounds butter,	1,
cords manure,	1,
Lettuce,	
Garden seeds,	
cords wood,	
pounds tobacco,	
Sundry small articles,	
	<hr/>
	\$16,

anent improvements have been made upon the fi
er years. From four to five acres have been see
e past season, increasing thus much the amount
for mowing. The building of stone walls, the
g of wet and the reclaiming of waste land, has b
sly carried on as time and opportunity would per

The adult inmate help for out-door work has been and, in the change which has been made, in order to constitute the home for children, we shall feel still the need of adult male workers, and our improvement farm must, of course, be somewhat lessened. This we expect, for it cannot well be avoided; at all events it is done in time to come in the way of improvement obtained mostly from hired labor. From our own we have furnished ourselves with timber and lumber sufficient to build a good piggery, twenty-five by fifty, using ten feet posts, and so arranged as to give us ten pens, one of which very conveniently accommodates five swine.

The production of milk from the farm this year, by quarts, is greater, by 11,346 quarts than last year.

The amount paid for milk bought this year has been and less, by \$1,272.95, than was paid last year. The sum paid has been less than in any previous year of institution, still the farm ought to supply the institution the milk it needs, without buying, and, in order inasmuch as we cannot summer near all the stock winter, and are obliged to hire pasturing at great expense and inconvenience every season, would it not be economical to chase more pasture land, and thus enable ourselves to furnish from the farm all our own milk? The soiling year on three acres, furnishing twenty-five to thirty tons of manure, is not a sufficient substitute for the want of more pasture. Having in former reports made suggestions in accordance with the above, and as often failed to accomplish what I considered to myself to be quite important, I would again recommend that there be an additional purchase of pasture land, and that an appropriation be called for to meet the demand.

The hay crop was not as large as we anticipated for this season. The other crops, though not gathered, give promise of an abundant harvest. The potato, turnip and cabbage appear to be particularly good. Of their large estimate I would refer you to the column which shows the value of the various farm products. In this connection, I would especially to draw attention to the raising of turnips

think our farmers place a proper estimate upon the root crops. The cereals often occupy their time, to the neglect of other crops. Of the root crops, the turnip is, perhaps, the most valuable. It is highly nutritious, and, as food for stock, it is not surpassed. In sowing more turnips, the call for carrots will be diminished, and, as the cultivation of the latter is generally more difficult than that of the former, we should secure to ourselves a great advantage, by changing a little our system of farming. In some parts of Great Britain, the turnip is regarded as an important product, and is cultivated largely. To improve the condition of stock, nothing helps more than a free use of good turnips. I am told that many breeders of fine horses feed turnips and carrots as articles of food, and that their coats become smooth and glossy, and the animals thrive and look well. When will our farmers learn to place a higher value upon the root crops, and cultivate them upon a larger scale?

Various repairs will be wanted the coming year, along with the outside painting of the almshouse buildings, and to meet this necessary additional expense, an increase of the annual appropriation will be needed. True economy requires that the buildings be well painted early in the spring.

The total expenditures, extraordinary and current, for the financial year just closed, are \$50,076.41. This sum is less than the total expenditures of last year by \$3,932.97. The total assets this year are \$2,582.96 greater than last year. The increased value of the buildings is \$4,776 over last year. The increased value of the farm is \$1,153.82 over last year.

Owing to depreciation in the value of a portion of the personal property, as appraised, and by not making any allowance in the way of credit for the increased valuation of the real estate, while, at the same time, the average number supported through the year has been less by sixty-two, and the number of officers increased, and the salaries of some made higher, to meet the exigencies of the times, the apparent cost per head is greater than last year.

The reports of the Physician and Chaplain will be found appended to my own, to which I would respectfully draw the attention of the Board.

I cannot close this Report without making mention of the uniform courtesy which has marked the official relations of all the officers of the institution, and of their faithful devotion to duty as assigned to each; and for their readiness to do whatever has been promotive of my own happiness and success, would I accord the highest praise.

To the Inspectors of the State Primary School.

GENTLEMEN:—The commingling of the vicious and the worthy poor in our State almshouses has been seen for many years to be a great evil, and painful to be endured. Children, by the hundreds, innocent and unsuspecting, associated, more or less, with the adults, eating and lodging in many places, at the same table, and in the same rooms, have been subjected to the debasing influences of the abandoned of every name. Precaution has seemed, heretofore, to be almost impossible. Such companionship, the State ought not, and will not, in the future, inflict on its young and virtuous children. Thanks to the legislature of 1866, for the provision of means of which orphan children, and those neglected by their parents, shall be carefully separated from the adults, and placed in an institution by themselves, where the stigma of pauperism is removed, and the brand of its burning iron is not impressed upon them, and where, instead, the healthful and uplifting influences of a higher and a better life are theirs, so that they may, by greater effort to be respectable and useful, and finally make good members of society.

By the new law of 1866, chapter 209, the State Primary School was established in connection with the Monson Almshouse, and was opened formally on the 3d of September, 1866, when three hundred and forty-five pupils were transferred from the Monson Almshouse. By this transfer of the almshouse register to that of the Primary School, the children are led to see that they are State *pupils*, and that they are no longer State *paupers*. With full and hearty consent they accept the change. God grant that these children of the State may love and honor Massachusetts, and love

accomplish the good which she so much desires and expects them to do.

In separating the girls from the women, I am happy to report that the change has already been very great and highly satisfactory. The wonder is that the separation was not made years before. The girls are now more quiet and easier managed, and are happier and better every way. The boys have always been more by themselves than the girls, and the change of course with them is not so great, and the necessity for it much less.

To take the place of a poorly-ventilated, dark, damp, cheerless, basement room, in cold and wet weather, a suitable building, warm, well-lighted and ventilated for summer and winter, conveniently and pleasantly located, and entirely separate from all the other almshouse buildings, is now being erected, which is to be occupied and used by the girls out of school hours for light gymnastics and a general play-room. Though their lodging, dining-hall and school-rooms are in the main buildings, still this new structure will be their little home, and being made neat and comfortable, and under the immediate charge of a competent female assistant, they will there love to cluster, and sing their merry songs, and tell their childish stories. It is hoped that the more fortunate children, and their friends outside, will not feel envious of the little comforts which are provided for the orphan and friendless children of the State.

The necessity of having more comfortable quarters for our boys in bad weather, outside the school-rooms, is equally pressing with that of the girls, and I would therefore respectfully recommend that a small appropriation be made at the next session of the legislature, for erecting a suitable building for the boys, though it will need to be a little larger, for the reason that the boys are much more numerous than the girls; but it should be of the same design with that of the girls, and used for the same purposes, and under the immediate charge of a male assistant. This building should be so placed in the boys' yard as to be easy of access, and at the same time having in view the location and plan of the one in the girls' yard, and thus give symmetry and completeness to both.

The schools are well graded and in good condition. Teachers for the past year have been women. The teacher, Mrs. Harriet E. Dart, who has for this year successfully and with credit to herself taken charge of the school, retires on the 1st of October, instant, and is soon to occupy a responsible position in a public institution in the State. The assistant teachers, I am happy to report, are faithful, and merit commendation.

Rev. Charles F. Foster, of the Tewksbury almshouse, has been recently appointed principal of the school, and has taken upon his duties at this date, (October 1st,) the beginning of the new school-year. Mr. Foster will also officiate as pastor.

There have been five schools through the year, with five teachers, six being employed daily at the same time, one as substitute, when any of the others has been absent, having a vacation. The average number of pupils per week for the year has been 265. Having of late received from our schools a large number of pupils transferred from Water and Tewksbury, it may become necessary to open a new school, as soon as a room can be provided for them. The present number of pupils is 385. Three school-rooms have been entirely furnished this summer with new furniture, consisting of the most approved tables and desks, such as are used in many of our public schools. A new class-room has been opened, leading out of the large school-room, adding to the comfort and convenience of both teachers and pupils.

It has been my purpose, as in former years, to provide homes for as many of the children as I have thought proper to leave the institution, placing them in families where their treatment and training shall be kind and proper, and the education provided for in the public schools of the town where they may reside. During the past year, many boys and girls have left the institution to obtain homes as we have above described. In some instances, however, true, we have found ourselves deceived and disappointed. In order to obtain a child, as well as to learn the actual condition of each one after being put out, a visiting agent has been appointed by the Board of State Charities, in the person of Hon. GORDON M. FISK, of Palmer, who, I am confident,

discharge the duties of his office, and see that the neglect of indentured children, wherever immediately corrected and permitted no longer to be the charities of Massachusetts are not always perceived needs but a partial glance at the care bestowed and strength devoted to the moral, intellectual culture of the hundreds of dependent children, and daily receiving the benefits of a magnificent commonwealth. The consciousness of fidelity of duty honestly discharged, for and in behalf of those committed to our keeping, bring their own sure future as in the past, while we remain in the present, we pledge the consecration of our time and strength to the comfort, prosperity and happiness of all those with whom we are connected. May the blessing of God continue to rest upon our efforts with abundant success.

We have the honor to append to this Report the *Act* establishing the State Primary School, and the rules and regulations governing the same.

In conclusion, I would thank you, gentlemen, for the expressions of your kindness to myself and family, and for the efforts rendered to lighten the many cares and anxieties which I am surrounded.

JOHN M. BREWSTER, JR.
Superintendent of the State Almshouse and State Primary School

BOSTON, October 1, 1866.

ALMSHOUSE AT MONSON.

PHYSICIAN'S REPORT

to the Inspectors of the State Almshouse, Monson.

GENTLEMEN:—In accordance with established usage I present you with the Thirteenth Annual Report of the Department of this institution, for the year ending December 31, 1866.

The measles were brought in here from Worcester in July, by two children who had been exposed to the outside, and who came down with it in about ten days. We had in all about eighty cases, and of those who died were nearly all children who had been debilitated by other diseases, and whose enfeebled systems succumbed to the new malady.

The law to prevent towns from sending persons drunk to the almshouse, has, so far as we are concerned, been strictly observed during the past year. There has been no marked violation of the law referred to during the year. A case occurred on the first day of October, 1865, and was so serious, that I cannot refrain from alluding to it. A man, fifty years old, a Scotchman, was found by the police at West Springfield, Saturday evening, September 30, in extreme prostration, not so much from disease as from fatigue and want of food. He was taken in and died during the night. In the morning he was somewhat revived, but still too weak to sit up. A few days of careful nursing would in all probability have restored his wasted energy, but as nursing he failed to receive. Weak and exhausted, he was laid upon his back in an open express wagon on the Sabbath day, in violation of the laws, of both the State and the Commonwealth, and carted some eighteen miles to this almshouse.

ALMSHOUSE AT MONSON.

Showing the No. of cases of sickness in the State Almshouse, Monson, from Oct. 1, 1865, to Sept. 30, 1866, with the No. for each Month, and the Names of the Principal Diseases; also, the Average No. on the Sick List for the Year and for each Month.

DISEASES.	Total	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
Anenorrhœa,	2	1	1	1	1	1	1	1	1	1	1	1	2
Anasarca,	1	1	1	1	1	1	1	1	1	1	1	1	1
Debility,	14	2	3	1	4	2	5	8	9	5	2	1	3
Fever, Simplex,	44	2	2	1	4	2	2	1	9	5	2	1	8
" Typhoid,	5	2	2	1	1	1	2	1	1	1	1	1	1
" Intermittent,	7	4	4	1	1	1	1	1	1	1	1	1	1
Measles,	81	1	1	1	1	3	30	50	11	8	2	56	23
Ophthalmia,	157	1	1	1	1	2	5	3	5	3	1	9	15
Parturition,	21	1	1	1	1	1	1	1	1	1	1	1	1
Rheumatism,	8	1	1	1	1	1	1	1	1	1	1	1	1
Scrofula,	5	1	1	1	1	1	1	1	1	1	1	1	1
Diseases of Alimentary Canal.													
Cancerum Oris,	7	1	1	1	1	1	1	1	2	1	1	1	1
Cholera Morbus,	23	4	1	1	6	2	1	12	1	1	5	1	3
Diarrhœa,	31	4	1	1	1	2	1	2	4	2	2	4	4
Dysentery,	3	1	1	1	1	1	1	1	1	1	1	1	1
Gastritis,	7	1	1	1	1	1	1	1	1	1	1	1	1
Miscellaneous,	11	1	2	1	1	2	4	2	1	1	1	2	1

• ALMSHOUSE AT MONSON.

Showing the Causes of Death, the whole No., the Sex, the Mental Condition, the No. in each Month, and the Ages of those who have died in the Monson State Almshouse, from Oct. 1, 1865, to Sept. 30, 1866; also, the whole No. since the opening of the Institution.

[illegible]

CHAPLAIN'S REPORT.

To the Inspectors of the State Almshouse, Monson.

GENTLEMEN:—I have the honor to submit to your Board, (through your Superintendent,) the following Report.

My services as Chaplain were commenced on the first Sabbath in April, 1866. Since that time, I have discharged the duties of my office personally or otherwise, preaching once each Sabbath, and attending to such other service only as seemed needful to perform. A studied effort has been made to preach in a manner designed to interest and instruct the younger portion of the inmates of the institution, aiming to present and illustrate the truths of Scripture, and also the moral and social obligations, and, as far as possible, bring them within their comprehension; and it is hoped, that if no immediate result has been accomplished, yet that some good impressions have been made, which in due time will appear, for the honor of manhood and the glory of God.

For these children there is much hope. Cheering words have been addressed to the aged and unfortunate; kind words to all who by their own follies, misfortunes, or the crimes of others, have been cast upon the charities of the State.

I am happy to state that the Superintendent has afforded me every needed advantage in my endeavors to improve the moral and religious character of the inmates. He has invariably attended the public services on the Sabbath, offered timely suggestions, such as his daily experience alone enabled him to make, and most of the time personally superintended the Sabbath school.

E. M. HAYNES, *Chaplain.*

OCTOBER 1st, 1866.

APPENDIX.

[Chapter 209 of the Acts of 1866.]

AN ACT establishing a State Primary School at Monson.

SECT. 1. There shall be established at the State Almshouse at Monson, a state school for dependent and neglected children, which shall be known as the State Primary School. So much of the lands and buildings belonging to the State Almshouse, as in the judgment of the State Charities shall be necessary, shall be used for the purpose of the school, and the remainder shall be used for the purpose of the almshouse. There shall be received as pupils such children who are maintained and instructed in the state almshouses; and such children shall be maintained, taught, exercised and employed as their condition shall require, but they shall not be considered as inmates of the almshouse, nor allowed to mingle with the inmates, nor shall they be designated as paupers.

SECT. 2. Said school shall be under the charge of the superintendent and inspectors of the State Almshouse at Monson, who shall make such rules and regulations for the government of the school and the management of its affairs; and such rules and regulations shall be approved by the Governor and Council, and placed on record in the office of the Secretary of the Commonwealth, shall be in full force, until altered or amended with the approval of the Governor and Council.

SECT. 3. All needful officers for said school shall be appointed, and their compensation fixed by the superintendent, subject to the approval of the inspectors.

SECT. 4. For the purpose of instruction and employment, there shall be transferred to the State Primary School from the State Almshouses at Tewksbury and Bridgewater, from time to time, all such children of suitable condition of body and mind to receive instruction, who at the same time are likely to continue for a period of six months in the care of the state; and especially such as are orphans, or who have been abandoned by their parents, or whose parents have been convicted of crime, or come within any of the descriptions of persons covered by the General Statutes, chapter one hundred and sixty-five, section twenty-eight.

SECT. 5. Such transfers of children shall be made by the State Charities, who shall have full power to make such other regulations for the care of children as they may deem necessary, from the state almshouses.

RULES AND REGULATIONS FOR THE STATE SCHOOL AT MONSON.

The following Rules and Regulations are adopted for the management of the State Primary School established in connection with the State almshouse at Monson:—

SUPERINTENDENT.

SECT. 1. The Superintendent shall have the general management of the School and enforce its rules and regulations, visiting its departments daily, and securing promptness and efficiency on the part of the officers in their respective duties.

SECT. 2. In the appointment of teachers he shall use discretion, selecting persons of peculiar fitness for the management and instruction of the children, and in all the departments of the Primary School endeavor to employ only persons of amiable disposition and good manners; and shall himself set them an example by treating them with kindness and consideration, having in view their various capacities and their capacities for moral and mental improvement.

SECT. 3. He shall direct the Principal to assign all new pupils to proper places in the School, and upon the report of the Principal from time to time make all necessary transfers and promotions.

INSPECTORS.

SECT. 1. The Board of Inspectors shall visit the School once a month, and one of them shall visit the same at least once a week.

SECT. 2. They may make such suggestions to the Superintendent as they may think proper, and shall report to the Board of Trustees any neglect or abuse in the instruction and care of the children.

OFFICERS AND TEACHERS.

SECT. 1. There shall be an Assistant-Superintendent, a Physician, a Matron, Principal of the School, and as many teachers and other officers as may be necessary; but the same persons may hold the offices of Superintendent, Principal and Chaplain, and the officers of the Primary School may also be officers of the almshouse.

SECT. 2. The Assistant-Superintendent shall act as Clerk, and in the absence of the Superintendent shall have charge of the Primary School, and perform all the duties and exercise all the powers of the Superintendent, and no other officers shall at any time exercise such powers. In case of vacancy in both offices, the Inspectors shall designate a person as temporary Superintendent.

SECT. 3. The Matron shall exercise towards the children maternal kindness and affection, and endeavor to secure their confidence and esteem. She shall see that their garments are kept clean and whole, and that her assistants perform their duties faithfully.

SECT. 4. The Physician may suggest to the Superintendent and Inspectors such sanitary measures as he may consider necessary for the health of the pupils; and all sick children shall be immediately reported to the Physician, who may place them in the hospital where they shall be tenderly nursed and cared for, until he orders their discharge.

SECT. 5. The Principal shall have the special charge and responsibility of instruction in the Primary School, and shall himself teach the higher classes. He shall assign new pupils their places in the several classes, and shall report lists of pupils for transfer and promotion by the Superintendent, at least every three months. His compensation shall be adequate, and he shall not be subject to direction by any person, except the Superintendent, or, in his absence, the Assistant-Superintendent, nor shall this direction extend to the details of instruction and discipline. He shall report in writing to the Superintendent any incompetence, abuse or neglect of duty of any teacher.

SECT. 6. The assistant teachers shall be women. They shall be required to teach at least twenty-five hours each week. They shall be responsible for the proper care of their school-rooms, and for the thorough instruction of their pupils in the branches prescribed, and in good manners and behavior. They shall, when directed by the Superintendent, attend the pupils at their meals, and instruct them in Sunday school. They shall be allowed such vacations in each year as the Superintendent and Inspectors may establish, but not less than four weeks. They shall give notice of their intention to resign at least one month before leaving the School, but such notice may be waived by the Superintendent.

SECT. 7. The Superintendent may require the male assistant of the almshouse department to see the boys to their beds, and that they retire with proper decorum; to see that they rise in the morning at the ringing of the bell, and attend to their washing before breakfast; and also see to their clothing and bathing. He shall accompany the children to and from the school-rooms and dining-hall, and be present at all their meals, as well as take charge of the boys in their play-yard.

ALMSHOUSE AT MONSON.

SECT. 8. He may also require the Assistant-Matron of the house department to see the girls to their beds at night, and their hair washing and bathing, and see that cleanliness, order and neatness be maintained, and that their persons, dresses and rooms be kept in good order.

SECT. 9. The officers whose duties have not been specifically assigned shall perform the customary services, and all officers shall aid the Superintendent when called upon to do so.

SECT. 10. Officers and teachers of the school shall be present at the monthly meeting of the Inspectors in January. For good cause they may be suspended by the Superintendent, and removed by the consent of the Inspectors.

PUPILS OF THE SCHOOL.

SECT. 1. All children admitted to the Primary School shall be registered separately from the paupers, and shall in no way be confounded with them.

SECT. 2. The pupils shall be well fed and clad, and kept scrupulously clean. They shall be allowed such recreation in the yard or elsewhere as their health may require.

SECT. 3. They shall be kindly treated by all officers having charge of them. In all cases where severe discipline may be necessary, if in school hours, shall be taken to the Principal; if out of school, to the Superintendent, or, in his absence, to the Assistant-Superintendent. These officers respectively shall carefully examine the charges against the pupil, and be convinced that such punishment is unavoidable before it is inflicted. Corporeal punishment shall be discouraged, and adopted only as a last resort.

SECT. 4. The buildings shall be so arranged as to prevent the school from having intercourse with the paupers; and no child shall be permitted to associate with them on any occasion, except by order of the Superintendent, or, in his absence, of the Assistant-Superintendent, however, that children having mothers in the almshouse may be excepted, whenever the Superintendent may think advisable.

THE PLACING OF CHILDREN IN FAMILIES.

SECT. 1. Persons applying for children to be placed in families according to section 7 of chapter 209 of the Acts of 1866, shall be referred to the Superintendent with satisfactory proof of their fitness to receive the charge and custody of a child; and no child shall be placed in a family known to be intemperate.

SECT. 2. A written agreement shall be entered into between the families receiving children and the Inspectors of the Primary School, providing for the education of the children in the common schools.

d treatment and proper training, and for sufficient food and and the Inspectors may stipulate for the payment of a sum of r the benefit of the children at the expiration of the period of ment; but such agreement may be cancelled by the Inspectors ne, or may be given up by the consent of both parties.

3. All children thus placed in families shall be subject to visi- d examination by the Superintendent and Inspectors, or by the State Charities or their appointed agent, at all times, for the of ascertaining their condition, of counselling with them, and of g them against abuse, or encouraging them in good conduct; persons receiving such children shall report to the Superintendent ectors in writing, at least once in each year the condition and of the children, respectively, and shall also furnish writing to the children under their charge for the purpose of corres- with the Superintendent and Inspectors, and the children shall, able times have liberty to write and receive letters to and above-named authorities.

4. On the recommendation of the Superintendent and Inspec- dren may be indentured by the Board of State Charities, but e shall be given to the method of providing for children without m.

GENERAL RULES.

1. Wednesday of each week shall be considered visiting day, ns coming to the institution shall not be allowed to visit the o other days, except by special permission of the Superintend- e Superintendent shall, however, admit persons at the request mber of the Board of State Charities or one of the Inspectors.

2. There shall be such holidays during the year as the Super- and Inspectors may consider necessary for the welfare of the Sunday shall be appropriately observed by officers and chil- religious services shall be held in the chapel in the morning, to ed by a Sunday school.

3. The sleeping rooms of the children shall be well ventilated ished with clean and comfortable beds. The watchman shall n hourly during the night, and give immediate notice to the endent of any disturbance or escape.

4. The schools shall be graded at least once in three months, l be numbered from the highest grade to the lowest. Such shall be kept in each school as the Board of State Charities vide, and shall be renewed quarterly.

SECT. 5. These rules and regulations shall be reconsidered once a year, and may be altered or amended at any regular meeting of the Board of Inspectors, a majority of the board and the State Council agreeing thereto, and the Governor and Council approving.

JOHN M. BREWSTER,
Superintendent

GORDON M. FISK,
GEORGE CHANDLER,
ELEAZER PORTER,

STATE PRIMARY SCHOOL, MONSON, Aug. 29, 1866.

COUNCIL CHAMBER, BOSTON, AUG. 30, 1866.

The above Rules and Regulations are approved in Council.

OLIVER WARREN

THIRTEENTH ANNUAL REPORT

OF THE

INSPECTORS

OF THE

STATE ALMSHOUSE,

AT

TEWKSBURY.

OCTOBER, 1866.

BOSTON:

WRIGHT & POTTER, STATE PRINTERS,
No. 4 SPRING LANE.

1866.

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and the honorable Council that the same was equipped, and ready for occupancy. Owing to the state of some of our rooms, the Board of State whose care the asylum was committed, gave permission of occupancy of the building temporarily. On the 21st about forty females were transferred from the hospital asylum, and on the 23d of August about the same number of males were transferred. By order of the Board of State, the asylum is this day opened for the reception of persons for whom the building was originally designed.

By the policy of classification, the children removed from this institution, so that we are forced to the experiment of shoemaking, because the boys received, are sent away to Monson. Although the experiment has been a short one, we cannot but feel a proud satisfaction when we look around and see some of the boys that have graduated from the shoe department of our institution earning good wages, conducting themselves with propriety in various situations, a credit to themselves, an honor to their parents, and, we trust, a blessing to the Commonwealth, we feel that "cast her bread upon the waters," to be returned with "many days." Confident as we were that the experiment would prove good economy for the State, as well as for the children thus preparing themselves to earn their bread and overcome the obstacles that stand in the way of success in after life, we most cheerfully acquiesce in the measure made by the law, and carried out by the Board of State, hoping and trusting that the State will relax her energies in ameliorating the condition of her unfortunate children.

By the transfer of the children we lose the services of Rev. Mr. Foster and his wife, who have been successful teachers, and raised the standard of scholarship, so that scholars in these schools have compared favorably with those of a similar age in the common schools of this section of the State. By the transfer of Mr. Foster to Monson, the institution and the State have made a gain at our expense. We regret to part with them, we congratulate them on their new field of labor, and the State that she has the privilege to say to a faithful servant, "Friend, go up higher."

prove that it is not only economical but salutary, interest of those who take no interest in their own welfare.

The law passed in 1865 to prevent persons being in the almshouse in a feeble and dying condition, is, at present, a dead letter. Some examples should be made of those who violate this law, in order to break up the practice.

The removal of the principal part of the children from the almshouse will vacate the workshops fitted up for their occupation. The question naturally arose, How shall the buildings be disposed of, and to what use converted? To the following the Board of State Charities the inspectors have submitted for thorough consideration and investigation :—

“ Whereas, In their published reports the Board have recommended the removal of the sick at the State almshouses to separate from those occupied by the other inmates, and have recommended the establishment of temporary hospitals, and have recommended those built for our soldiers in the late war.

“ Voted, That the two buildings lately occupied as workshops for the children at the State almshouse in Tewksbury are recommended for use as temporary hospitals, after such necessary repairs as the Superintendent has stated can readily be made, and that as more suitable structures can be provided at a greater expense from the main building.”

This Board most fully concur in the views set forth by the Board of State Charities, the only possible objection being the reluctance to expend a sum exceeding our appropriations. In the approval of measures submitted for our consideration, we intend to be governed by a sense of justice, economy, frugality, and, at the same time, by a frugal economy. We are aware that our expenses are large; but when we consider the change of policy throws a majority of all the paupers of the State into this institution; that, in addition to the able-bodied, the infirm, the sick, the degraded and debased, the aged, the blind, and will remain at this institution, we are aware that the almshouse is a place where are received the most ragged and filthy, the most pauperized and lousy children congregated in almost all parts of the Commonwealth to be cleansed and clothed,

and clothed, those in their right mind are transferred to the primary school, while the sick, the lame, the halt, and the blind are retained; that here, every disease "that flesh is heir to" and very many that no decent and honest flesh is heir to, do congregate; and that here having congregated, the broken-down and used-up linger out a miserable existence — a mere vegetative life, — while such as have vitality and energies recuperated, having been healed of many infirmities, are turned over to the workhouse, to remain and make some trifling recompense for the expenditures already incurred in their behalf by the State, and the predations heretofore made on society; and when we take these views, we feel assured that no reasonable man will say that all this can be done without a large expenditure of money. If this institution must be the receptacle for the refuse of the Commonwealth, into which is poured all her refuse humanity, to remain unless enough of manhood may be discovered to earn its daily bread, when it is turned over to the tender mercies of the workhouse, or unless sufficient of divinity may be discovered to glitter in this diadem of abominations, when the refuse is reset in the primary school, all we ask is that the "mighty dollar" — the power of all good as well as "the power of all evil" — may be furnished, so that the unpleasant task may be well done, and the unenviable duty promptly and fully discharged. Of our portion in this disposition of events we do not complain. We cheerfully accept the situation. "The lot is cast into the lap, but the whole disposing thereof is of the Lord." Entertaining these views, confident that they are correct, and that your Excellency and the legislature can sustain them, we have voted to expend a sum sufficient to erect new buildings for hospitals.

We would call the attention of your Excellency to the subject of obtaining more land, urged in the report of the Superintendent. In our opinion, the Commonwealth cannot afford to let this opportunity slip. We commend the subject to your consideration.

We commend the fidelity and efficiency of the Superintendent, the officers, and the present board of officers, in the discharge of their manifold duties, we would bear grateful testimony.

ALMSHOUSE AT TEWKSBURY.

To the critical examination of your Excellency's
generous charity of the legislature of the State, and
the fostering care of Him who "openeth His
mouth and satisfieth the desire of every living thing," we would
express our interests of this institution.

HORACE P. WAKEFIELD,
GEO. P. ELLIOT,
F. H. NOURSE,

Ins,

STATE ALMSHOUSE, TEWKSBURY, October 1st, 1866.

as follows, for

SALARIES.

Inspector,) one year,	\$160 00
Director,) one year,	160 00
Inspector,) one year	160 00
	<hr/>
	\$480 00

Superintendent,) one year, {	\$1,500 00
one year, }	
Janitor,)	225 00
Consulting Physician,) to Dec. 13, .	20 27
Asst. Sup't. and Clerk,) one year, {	678 00
one year, }	
Head and Teacher,) one year, {	678 00
one year, }	
Assistant Clerk,) one year. . . .	800 00
Deer,) one year	600 00
one year,	420 00
Ant Farmer,) to March 1st, {	219 06
to March 19th, }	
Watchman,) one year, {	400 00
one year, }	
Maids,) one year,	156 00
se,) to June 23d,	114 00
Matron,) from Aug. 21st,	17 77
se,) from Aug. 21st,	17 77
er,) to Nov. 8th,	15 00
er,) from Nov. 17th to July 1st, .	98 37
er,) one year,	156 00
ress,) one year,	156 00
ook,) one year,	800 00
master,) from Oct. 16th,	287 50
Acting Boys in Shoemaking to	
Director in Asylum for Insane from	
.	511 00
Director in Asylum for Insane from	
.	
Instructing Boys in Shoemaking	
Director in Asylum for Insane from	
.	442 50

ALMSHOUSE AT TEWKSBURY.

John H. Whidden, Instructing Boys in Shoemaking from
 Dec. 11,
 Daniel G. Whidden, (Extra Watchman,) from May 1st,
 Horace P. Wakefield, medical service rendered in the
 absence of any regular physician, from Jan. 1st, . . .

Agreeably to the statutes of the Commonwealth
 the following table is presented :—

Live Stock,	
Carriages and Agricultural Implements,	
Mechanical Tools and Machinery,	
Fuels and Bedding,	
Other Furniture and Property,	
Personal Property in Superintendent's Department,	
Ready-made Clothing,	
Dry Goods,	
Provisions and Groceries,	
Drugs and Medicines,	
Hotel,	
Library,	
Products of the Farm,	

Real Estate,

This is to certify that the foregoing is a true Schedule
 of the Personal Property and Real Estate at the State
 Almshouse, Tewksbury, belonging to the State, Sept. 29, 1866. The
 same made by me, and is correct, according to my best judgment.

(Signed,) DAVID BRYANT,

Then personally appeared before me David Bryant, a
 Justice of the Peace, at the above Schedule and Appraisal is correct, according
 to my knowledge and belief.

Tewksbury, Middlesex, ss. Subscribed and sworn to before me

(Signed,) HORACE P. WAKEFIELD, Justice of the Peace.

SUPERINTENDENT'S REPORT.

Inspectors of the State Almshouse, at Tewksbury :

MEMEN:—I have the honor to submit herewith the
Annual Report of this institution, which recounts
the experience of my ninth official year.

The tables presented you will find exhibited, in detail
the aggregate, its financial condition and the usual statistical
information.

The year just closed is unlike any of its predecessors. The
creation of public dependants, long since proposed by
the Board of State Charities, has at length commenced. The
growth of our population has of course been gradual
and slow. For healthy children transferred to the primary
schools we have received cripples, epileptics, and idiots. The
number of the establishment, who were mainly to be found
in the various classes, have been in process of removal to the State
Almshouse, there to encounter that legal restraint and
the labor which hitherto have formed no part of our system
of charities.

An unfavorable change—the necessity for which we have
not anticipated,—in a pecuniary sense, must, of course, aff
ect us severely. Our producers are withdrawn. Helpless a
nd helpless consumers take their place. More attendants
are required, more nutritious food, and greater medical ability.
The probable result, our institution must retrograde from a
state of self-support.

The idea is not pleasant to contemplate; but it is a con
stant reminder that the result was foreseen by the legislatu
re and it is only "he to whom much is given" of who
much will be required."

The cares and responsibilities, too, have been great
and we shall no longer be relieved and gladdened
by the voices and the budding promise of our children

We have become an infirmary for "those stricken afflicted."

But while our expenses somewhat increase, w that it must result in a greater decrease elsewhere though we are placed at pecuniary disadvantage, t large is to be the gainer, while the *morale* of the must be greatly improved by the removal of the v the virtuous poor — a step long since demanded by humanity.

During the year we have received from the luna large numbers of the class called harmless insane, to the opening of our new building for their acco Here is another source of increased expense to u State saves a much larger sum by the transfer. class we shall no doubt derive, in the end, many use but the period of transition must be more or less ex

When to the above-named causes of outlay are depreciation of the currency and the inflation of pr us now in its full severity from the complete exha supplies purchased at low prices in previous year reason to be grateful that our financial condition i it is.

In fact, with all the drawbacks named, the reduced to a specie basis, is almost identical with t

The following brief statement will show the average weekly cost of each inmate for the year 80, 1866 :—

STATEMENT No. 1.

Inventory of property, Sept. 30, 1865, as appraised by David

Bryant, Esq.,	
Cash on hand,	
Cash received of Treasurer to Sept. 30, 1866,	

Inventory of property, Sept. 30, 1866, as appraised by the same gentleman,	\$95,866 41
--	-------------

Less cost of equipment of Asylum for Insane, paid by special appropriation,	10,000 00
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	\$85,866 41
--	-------------

Cash on hand,	4,845 41
-------------------------	----------

Cash due,	5,138 50
---------------------	----------

Total cost for year,	
--------------------------------	--

them accepted and placed in the hands of the Board of Charities, to be used for its appropriate purpose. On the 1st day of July following it was temporarily occupied by that board, and its permanent occupancy was to commence on the first day of October, 1866.

An examination of all our registers proved that there were 45 inmates who were either insane, idiotic, or feeble-minded. We were directed to enter the names of all these, as of the new department, upon a special register, although not necessary, or, indeed, desirable, that all of them should reside in the asylum.

I was informed that I was expected to make written requisitions on the physician in charge for such labor as he might safely render; and he was directed to detail or furnish a written reason for non-compliance. I was instructed to keep a "detail-book," in which should be entered the names of all members of the asylum detailed, with the labor, or from sickness, or from residence in the hospital, specifying the purpose in the case of each. He was also instructed to keep a "record of deaths" and a "book," which should set forth particularly the manner and cause of the removal of any inmate. From the data furnished in these books, he could, in a moment, ascertain the status of his charges, whether resident or non-resident, with the amount of labor performed by each, and answer accurately all questions respecting them.

By rigid adherence to these instructions, it is believed that a better personal knowledge of each inmate will be secured, and the safety and comfort of all promoted.

The erection of the asylum rendered some changes in the location of the yards and out-buildings. These are now nearly completed, have greatly improved our grounds, and, it is hoped, will eventually render their exterior more attractive, when nature shall have lent her aid to industry.

The dimensions of the several yards are as follows:

Boys' yard,	.	.	.	.	.	.	188 ft.
Girls' "	.	.	.	.	.	.	207 ft.
Men's "	.	.	.	.	.	.	126 ft.

4,700 bushels of potatoes, 10,000 heads of cabbage, and other vegetables in proportion.

In fact, the farm is an indispensable adjunct to the almshouse, and, with a more permanent class of inmates, might become a source of considerable profit in ready sale of fruit and vegetables. But our area is too small for the character and capacities of our present and future population. Moral reasons, sanitary motives, economic considerations, all concur in demanding more room.

And as our limits may be extended in several directions at present, for a reasonable sum, — which opportunities may occur again, and particularly as the land cannot be sold for its value on our hands for farming purposes, — I urge the Board the expediency and propriety of securing the necessary authority for its purchase.

In entering, gentlemen, upon this the tenth year of my superintendence, I am not unaware that upon you are devolving more onerous duties, graver responsibilities, and that the friendly counsel, for which I have had so much cause to be grateful in the past, may be continued in the future; and that, with the aid of our faithful officers, the interest of the State and her helpless poor may prosper in our hands.

THOMAS J. MARSH, *Superintendent*

ALMSHOUSE AT TEWKSBURY.

al, (cotton-seed,) 21 tons,	.	.	.	.	.	.
ats and provisions,	.	.	.	.	.	.
dicines,	.	.	.	.	.	.
ch cows and calves, (17 cows, 7 calves,) .	.	.	.	.	.	.
cellaneous,	.	.	.	.	.	.
lasses, 4,159 gallons,	.	.	.	.	.	.
lton, 7,006 pounds,	.	.	.	.	.	.
ils, 28 casks, 199 pounds,	.	.	.	.	.	.
ts, 91 bushels,	.	.	.	.	.	.
, 760 gallons,	.	.	.	.	.	.
en, 2 pairs,	.	.	.	.	.	.
ints, oils and colors,	.	.	.	.	.	.
torage,	.	.	.	.	.	.
pper, 200 pounds,	.	.	.	.	.	.
tatoes, 585 bushels,	.	.	.	.	.	.
se, 2½ bushels,	.	.	.	.	.	.
pairs,	.	.	.	.	.	.
ce, 554 pounds,	.	.	.	.	.	.
e, 128 bushels,	.	.	.	.	.	.
laries,	.	.	.	.	.	.
lt, 90 sacks, 5 bushels and 1 barrel,	.	.	.	.	.	.
eds,	.	.	.	.	.	.
oe stock, machinery and tools,	.	.	.	.	.	.
orts, 57¼ tons,	.	.	.	.	.	.
ith work and stock,	.	.	.	.	.	.
oes, 528 pairs,	.	.	.	.	.	.
ap stock, 7,542 pounds, and 8 barrels,	.	.	.	.	.	.
ices,	.	.	.	.	.	.
arch, 660 pounds,	.	.	.	.	.	.
gar, 5,249 pounds,	.	.	.	.	.	.
rurgical instruments,	.	.	.	.	.	.
sa, 477 pounds,	.	.	.	.	.	.
bacco, 1,022 pounds,	.	.	.	.	.	.
ols, (agricultural,) .	.	.	.	.	.	.
ols, (mechanical,) .	.	.	.	.	.	.
ansportation of freight,	.	.	.	.	.	.
ansportation of passengers,	.	.	.	.	.	.
negar, 299 gallons,	.	.	.	.	.	.
ood, 125 cords,	.	.	.	.	.	.
ooden ware,	.	.	.	.	.	.

STATEMENT No. 5.

Products of Farm.

0 bushels potatoes.	395 bushels tomatoes.
1 $\frac{11}{16}$ tons English hay.	197 " ears of sweet co
0 $\frac{11}{16}$ " English hay, 2d crop.	150 " onions.
8 $\frac{11}{16}$ " millet.	80 " beans.
4 $\frac{11}{16}$ " run hay.	80 " millet seed.
5 $\frac{11}{16}$ " corn fodder.	95 " beets.
2 tons crop feed.	1,000 heads celery.
5 heads cabbage.	38 bushels cucumbers.
0 pounds squash.	31 " green peas.
0 heads lettuce.	22 " seeds of various
0 pounds rhubarb.	16 barrels water melons.
3 bushels French turnips.	18 " egg plant.
0 " mangel-wurzel.	10 " musk melons.
5 " carrots.	5 bushels red peppers.
0 " English turnips.	

The meats slaughtered from the stock of the farm amount to—

75 pounds beef.	1,289 pounds tallow.
52 " pork.	688 " veal.
180 " hides.	159 " chickens.

Dairy product, 17,700 gallons milk. | Eggs, 333 dozen.

COMMONWEALTH OF MASSACHUSETTS in account with THOMAS J. MARSH, Superintendent.

Dr.

Cr.

1885. Oct. 1, 1886. Sept. 29,	To cash on hand, To cash received from State Treasurer, from October 1, 1885, to date,	1885. Oct., Nov., Dec., 1886. Jan., Feb., March, April, May, June, July, August, Sept.,	By cash paid for supplies, "	1885. Oct., Nov., Dec., 1886. Jan., Feb., March, April, May, June, July, August, Sept.,	1885. Oct., Nov., Dec., 1886. Jan., Feb., March, April, May, June, July, August, Sept.,
	\$11,605 24				\$2,662 82
					9,911 07
					9,733 44
	75,970 85				6,225 84
					4,538 40
					10,205 71
					4,732 25
					4,582 59
					3,595 87
					8,617 74
					5,482 50
					7,024 28
					10,263 58
	\$87,576 09				\$87,576 09

T. J. MARSH, Superintendent.

1902. Sept. 29,		1902. Sept. 29,	By cash on hand, .	
To cash received for shoes, .	\$1,539 57			\$4,845 49
" " for board, .	45 43			
" " for articles sold, .	2,760 44			
	<u>\$4,845 49</u>			<u>\$4,845 49</u>

STATEMENT No. 8.—Shoe Account.

Dr.

Cr.

1864. Sept. 29,		1865. Sept. 29,		1866. Sept. 29,	
To cash paid for upper leather, . . .	\$1,585 22	By cash received from sales, . . .	\$1,539 57		
" " " for sole leather, . . .	2,379 79	71 cases shoes remaining unsold, . . .	5,138 55		
" " " for linings, . . .	401 07	excess in appraisal of stock and shoes for			
" " " for bindings, . . .	87 58	1866, over that of 1865, . . .	680 74		
" " " for 84 gross cotton laces, . . .	66 20				
" " " for tacks, . . .	22 08				
" " " for 14 packages eyelets, . . .	46 65				
" " " for 198 lbs. nails, . . .	34 54				
" " " for 64 bushels pegs, . . .	7 68				
" " " for 25 lbs thread, . . .	68 35				
" " " for 1 gallon wax, . . .	1 50				
" " " for 3 gallons dressing, . . .	4 50				
" " " for 23 bundles leather strings, . . .	18 70				
" " " for shoe findings, . . .	36 21				
" " " for 523 pairs shoes, . . .	682 87				
" " " for labor, . . .	1,845 55				
To amount of shoes on sale, as per Statement					
No. 7, of 1865, . . .	492 00				
cash to balance, . . .	108 37				
	\$7,358 86				\$7,358 86

gospel are made the rule of faith and of teaching there is nothing that savors of compulsion we recognize in religion is the revelation of the forcible truths of the gospel. Upon this point here, in answer to a speaker before a committee of the legislature, science was interfered with in some of the details. No assault is made upon anybody's opinion of the child so trained that it not only knows the truth of scripture, but is disposed also to invest it with the prejudices of a still earlier age, — with the prejudices of a still earlier age, — under control that the attention is not diverted from its course or conversation upon these important subjects. Else is needed but a simple appeal to the testimony. That some of our scholars, under the influence of this training, have confessed to the awakening in their life, such as angels in heaven rejoice in.

These strong hopes of the older boys and girls with us for a considerable period, and who have been here during the past summer. While they remain here they make commendable progress in the branches of study, and are advancing even to the higher mathematics. They also acquired a good knowledge of the scriptures. In their religious training they are under the worthy Superintendent, Mr. Marsh, who has been here for years, and has also instructed them.

That the experiment of shoemaking has been tried, and I give my decided testimony, that, as part of the education of children such as are to be found in the streets, without parents, without homes, and without a livelihood except what their own hands can earn, it has commended itself to my judgment. The children have been in no way interrupted in their studies. On the contrary, the alternation of work and study seem to have given them greater zest for their school-room, so that the loss of time has been more than compensated by increased diligence in study. It is true with regard to their work hours.

ALMSHOUSE AT TEWKSBURY.

study is a suitable preparation for the half-day which succeeds the other as a season of recreation. Among the beneficial results of this plan observed in the present instance are :—

1. The children have remained in school till a longer time than they otherwise would have done. Nearly all the scholars were fifteen years old when they left; and the long years of uninterrupted study which they enjoyed during their term of apprenticeship was at a period in their lives when they could best appreciate and improve them.
2. Together with the proficiency in knowledge they have acquired habits of industry. The system has been planned to economize the time. Work, study, and play have each an appropriate place in the division of the day. It is a great point gained, if they carry this regularity with them into the world. There is, moreover, impressed upon them the idea that industry is not incompatible with service in any calling or profession.

In every instance, those who have left us at the expiration of the two years have found good situations; and letters from them confirm us in our estimate of this plan. The system effectively unites manual labor and mental discipline. If, at least, in a modified form, it may have a further influence upon some other of our public institutions.

Four teachers have been employed during the greater part of the year. The removal of the children to the State School occasioned the dismissal of one of these, Miss Weston, in July. It gives me pleasure to bear testimony to her efficiency, as well as to the valuable service rendered by her assistants in their respective departments. The number of scholars has been 373. Average attendance 300. In closing this Report, in connection with the report of the office, I desire to render acknowledgment for the kindness and courtesy with which I have always been treated by the Superintendent and officers, as well as for the special attention which your Board has ever manifested in the work of this department.

Respectfully submitted.

CHARLES F. F.

BY-LAWS

THE GOVERNMENT OF THE STATE ALMSHOUSE ASYLUM FOR HARMLESS INSANE, AT TEWKSBURY.

INSPECTORS.

- ART. 1. The Board of Inspectors shall be organized, annually, by the choice of a Chairman, at the first meeting of the Board, when an appointed member shall be present, and the Clerk of the House shall be one, shall be Clerk of the Board.
- ART. 2. The Board of Inspectors shall hold a monthly meeting for the approval of the accounts, for the maintenance of the Almshouse, and the transaction of any business required to be done by the laws of the Commonwealth.
- ART. 3. Special meetings of the Board may be called by the Chairman.
- ART. 4. One of the Inspectors shall visit the Almshouse, and Asylum for Harmless Insane, each week, who shall make a record of the same in the Register of the visitors at the State Almshouse, and shall be furnished with a list of the insane patients, so that he may ascertain the presence and general condition of each one.
- ART. 5. The Board of Inspectors shall procure a suitable person, directly or indirectly connected with the Institution, to take a full inventory of the Real and Personal Estate of the Institution, as required by the laws of the Commonwealth.
- ART. 6. The Board of Inspectors shall audit the accounts of the Superintendent, giving in detail the expenses of the Institution for the year ending September 30, together with a list of salaried officers, and submit their Annual Report to the Governor and Council on or before the 1st of October.

SUPERINTENDENT.

- ART. 1. The Superintendent shall have the charge and supervision of the Institution, in all its departments. He shall make all purchases of stock, farming utensils, clothing, and everything that shall be necessary for maintaining the establishment.

SECT. 2. He shall examine all paupers on their admission to the house; note, and cause to be recorded such facts, in regard to their condition, as are important to be preserved; shall cause them to be clothed, cleansed, and suitably located, having reference to their age and character, placing those who may require medical treatment under the Physician, and shall be especially careful that the infirm and children are treated with considerate care and kindness.

SECT. 3. He shall make all needful regulations relating to the hours of rising and retiring, of meals and of labor; to preserve the order and decorum of manners, subject to the approval of the Board, and shall enforce obedience, on the part of inmates, to the regulations prescribed for them; and shall have power, at his discretion, to punish willful infractions of the same; and keep a record of all cases of delinquency, which shall be open for examination to the Inspectors of the State Charities.

SECT. 4. He shall see that the police and other regulations for the management of the Institution, and government and employment of inmates, are duly enforced, and that the subordinate officers, and persons employed about the house, in the workshops, and elsewhere, faithfully discharge their respective duties.

SECT. 5. He shall see that the provisions furnished to the inmates are of good quality, and in sufficient quantity, and that no intoxicating drinks are permitted. He shall not permit the use of intoxicating drinks by any officer or inmate. He shall see that the house is kept clean and ventilated, and that such of the inmates as are able to labor are kept employed; and that all the concerns of the establishment are well ordered and conducted.

SECT. 6. He shall, at the monthly meetings of the Board, present the bills of all purchases made during the month, for the approval, — a schedule of the same, certified by at least two of the Board, shall be sent to the State Auditor, and after the same shall be passed upon by the Governor and Council, and a warrant drawn for the payment thereof, the Superintendent shall pay the same.

SECT. 7. He shall give bonds to the Treasurer and Comptroller General of the Commonwealth, in the sum of ten thousand dollars, for the faithful keeping and disbursement of all moneys that may be entrusted to him.

SUBORDINATE OFFICERS.

SECT. 1. There shall be connected with the Institution a Clerk, Assistant-Superintendent, Chaplain, Physician, male and female Nurse, male and female Supervisor for Asylum for Harmless Paupers, Watchman, Cook, Teacher who may act as Chaplain, Engineer,

PHYSICIAN.

SECT. 1. The Physician shall have sanitary superintendence of the inmates of the Almshouse and Asylum for Harmless Insane; attend all cases of sickness that may occur in the Institution; keep an accurate record of all such cases in a book prepared for that purpose, specifying the name and age of the patients, the admission into the hospital, and discharge from it, the disease and its progress.

He shall report to the Superintendent all cases of birth occurring in the Institution; make, from time to time, such reports relating to the sanitary condition of the Institution as he may deem important, and submit his Annual Report to the Inspectors of the 1st of October.

SECT. 2. He shall have the oversight of the Nurses in the male and female departments of the Hospital; see that their duties are discharged fully, and with proper regard to the feelings of those who are under their charge, and shall have authority to call such medical consultation as he may deem necessary.

NURSES.

SECT. 1. The Nurses in the male and female departments shall see that all medicines prescribed by the physician are administered according to his orders are strictly enforced; that the food is properly prepared and served; that the rooms, beds and clothing, are kept in a wholesome and comfortable condition; and that the comfort of the sick, in every way, is promoted.

SUPERVISORS FOR MALE AND FEMALE DEPARTMENTS
OF THE ASYLUM FOR HARMLESS INSANE.

SECT. 1. The Supervisors shall see that all the rooms in the Asylum are kept clean, warmed and ventilated; that all the inmates are bathed once each week, unless excused by the Physician, as may be required; that they are washed and combed each morning, and at other times as may be necessary; that a sufficient quantity of clothing is furnished each person; see if any inmate refuses to use the clothing provided, that notice thereof be given to the Superintendent or the Physician, and also that those able to labor, as designated by the Superintendent or Physician, are passed over to the care of those who shall be employed by them during the hours of labor.

WATCHMAN.

SECT. 1. The Watchman shall visit the office of the Superintendent at half-past seven o'clock, P. M., to receive his instructions, and immediately commence his duties; shall be constantly awake, keep a watch that no one escapes, that no matches are used by

the night, that the fires in the building and engine-rooms are not the sleeping apartments of the inmates are visited, the pins watch-clock are driven, and persons having special duties seasonally, under the direction of the Superintendent.

COOK.

r. 1. The Cook shall have the care and direction of the operation of the kitchen, prepare and deliver food to the inmates, see that meals are served at the appointed times, and that no waste is incurred in the cooking department.

TEACHERS.

r. 1. The Teachers shall classify, instruct and control such number of suitable age and capacity as may be assigned to their respective departments; shall be responsible for their conduct during school hours, and shall aim to secure their highest intellectual and moral improvement.

ENGINEER.

r. 1. The Engineer shall, during the warm season, rise at the ringing of the first bell, and through the cold season, sufficiently early to produce a sufficient amount of steam for cookery, and warming all the apartments under his care, in proper season. He shall see that all the machinery in his charge is kept clean and in running order at all times; and shall take special care that the fuel is economically used, and that all the ashes are well sifted, and the stoves cleaned each day.

FARMER.

r. 1. The Farmer shall, under the direction of the Superintendent, take care of all the stock, barns and piggeries; shall see to the proper use and safe keeping of all implements of labor; to the feeding and proper treatment of all the animals; and he shall also have charge of the teams, and of all the work done upon the Farm.

MISCELLANEOUS REGULATIONS.

r. 1. All employees of the Institution, and all inmates, shall assemble at the ringing of the bell, at 5, A. M.; and all inmates will retire to their rooms at the ringing of the bell, at 8½, P. M.

r. 2. The bell will ring for breakfast at 6, A. M., for dinner at 12, and for supper from 5 to 6, P. M., varying with the season of the year.

r. 3. All inmates appearing unwashed and uncombed at the breakfast table, shall be refused a seat thereat.

r. 4. Inmates may be visited by their friends any day of the week (Sunday and holidays excepted,) from 10, A. M., to 5, P. M.;

ALMSHOUSE AT TEWKSBURY.

t the Institution shall not be open to visitors on Sunday, Saturdays, or on any legal holiday.

SECT. 5. All visitors are strictly forbidden to give spirit to any inmate; and any one violating this rule, shall not be admitted to enter the premises.

SECT. 6. The Superintendent shall punish all inmates in whom vitious liquor may be found, or any one who shall bring the same into the premises.

SECT. 7. The ordinary mode of punishment in this Institution shall be by confinement in the cells, on a diet of bread and water.

SECT. 8. No person shall be allowed to visit the pest-house, or occupy by persons infected with contagious diseases, without the permission from the Physician.

SECT. 9. The Hospital diet shall be regulated by the Physician, and no company shall be admitted to the wards of the Hospital, except by express permission of the Superintendent or Physician.

SECT. 10. Every precaution shall be used by scrubbing, and airing, to keep the rooms, stair-cases and closets in a sweet and healthy condition. All soiled clothing, beds and bedding, shall be removed, and foul odors shall be neutralized so far as possible.

SECT. 11. All employes of the Institution shall avoid profane, obscene and vulgar language; shall treat each other with uniform courtesy; speak respectfully of the Superintendent and its officers; set a good example for all; and be held strictly accountable for the influence of their conduct.

SECT. 12. The insane shall be treated in a kind and gentle manner, but must be subject to strict and wholesome discipline. Sympathy and kindness shall be the rule; force and restraint, the exception.

SECT. 13. Leave of absence shall be granted to any employe in the Institution, at the discretion of the Superintendent. No person shall leave without his permission.

SECT. 14. In addition to the duties assigned to the officers, they shall, at all times, hold themselves in readiness to perform any additional service which may be required by the Superintendent.

SECT. 15. These By-Laws may be altered or amended by a regular meeting of the Board of Inspectors, with the concurrence of the Governor.

HORACE P. WAKEFIELD,
FRANCIS H. NOURSE,

Approved:

ALEX. H. BULLOCK, C.

SEPTEMBER 12, 1866.

ANNUAL REPORT

OF THE

AND SUPERINTENDENT

OF

ISLAND HOSPITAL

ON HARBOR.

BER, 1866.

OSTON:
TER, STATE PRINTERS,
SPRING LANE.
1867.

Commonwealth of Massachusetts.

INSPECTORS' REPORT.

To His Excellency the Governor and the Honorable Council.

The Inspectors of Bainsford Island Hospital respectfully present their Report "of the state of the institution," and the annexed tables of the "value of stock and supplies," "list of salaried officers with their salaries." They have endeavored faithfully to discharge their duties as required by the statutes, and as seemed incumbent upon them from the great interest they take in the institution, capable of being, as it has ever been, one of the most useful of our State Charitable Institutions. This Report is therefore submitted with the assurance that your Inspectors have not been careless in their observations, nor hasty in their conclusions, in regard to matters in which they may differ from others.

IMPROVEMENTS.

In our last report it was stated that the wharves on the island were in need of repairs. This fact was brought to the attention of the proper committees of the legislature, and \$10,000 was appropriated for repairing and rebuilding. One of the wharves, known as the coal wharf, was entirely destroyed. Nearly half the piles supporting the long or landing wharf were so much worm-eaten as to be useless. The flooring had

patched in many places, was broken, rotten and in disuse of this wharf by the horse and ambulance. The use of patients from the boat to the hospital, was dangerous. The best has been done that could be with the means at hand. The materials at present advanced prices. The new wharf measures 2,700 feet, is built on 12-inch piles, with stringers of proper size, and covered with 3-inch planks. The wharf has fender, suitable belay posts and rings. The piles of the long wharf have been removed and new ones driven; the old covering has been removed and the wharf re-covered with new 2-inch planks; new stringers have been laid where needed, and suitable belay posts provided. A new arranged boat-house, with hoisting apparatus, was built on the wharf, and new steps were made. Every part of the work done in a faithful, workmanlike manner at the cost of \$4,728. Considerable fuel has accumulated from the ships. The landing conveniences are now excellent, and no further expenses in this particular need not be incurred for some time. Other ordinary repairs have been made at the cost of \$1,000. Some further improvements are needed, but none of great importance compared in expense to those of the last year.

SOLDIERS.

The military barracks afforded comfortable quarters for the men. The largest number of soldiers at any one time was forty-nine; the smallest eighteen, and the average twenty-five. The improvement of many of these men, from the effects of the influences and climate, with little medical treatment, was very marked. The rations furnished to these wounded soldiers were better than those provided for the ordinary inmates of the hospital. We could not treat them as of the same class as the patients transferred directly from the emigrant ships to the hospital beds. The food of all has been wholesome, and sufficient; but certain articles, by the order of the Surgeon-General, were allowed the soldiers, which are not usually on the diet list of pauper hospitals. This has increased the expenses. These soldiers were sent to the hospital by order of the Surgeon-General on the certificate of the Surgeon-General and the sanction of the Governor. Their accommodation there was a relief to the demand of an urgent necessity.

ized by the statutes. Their names were not taken up on hospital books, and in computing the *per capita* expense, amount paid for soldiers was deducted from the whole sum, and the remainder divided among the other inmates. In this hospital the soldiers enjoyed a pleasant location, healing, skilful medical attendance, and a prospect of restored health. This, without increase of expense to the State for transportation, and but little for help or fuel. They were removed from the hospital in June. The question of the wisdom of this removal is with those who caused it. By force of chapter 288 of Acts of 1866, they were sent to towns and cities, whose quotas they had been credited. Many of the towns were reluctant to support strangers, though entitled to such support by the terms of this Act. The result was that many were thrown upon the charity of the public. We have seen faces, which had been familiar, every day growing brighter with returning health and healing, piteously asking alms in the crowded streets.

NUMBER OF PATIENTS.

There are now six patients in this hospital. During the preceding year the smallest number was thirty-four, and the largest sixty-eight. The largest average number, 250, was in 1866, since when there has been a gradual decrease, very rapid in the last three years. By an arrangement with the city of Boston, vacancies were made for the accommodation of cholera patients, should any arrive at quarantine. But one patient has been received from this source, and this proved not to be a case of cholera. The cause of the reduction of the number of patients, we are convinced, is not alone to make room for cholera. The power of transfer is with the Board of State Hospitals, and it is by the exercise of this power that our beds are emptied and cooks and nurses left unemployed; that patients too sick to be removed with safety are sent to the almshouses, and one, entirely well, kept confined here for three months, "because she told a lie." It is not for us to question the motives of these changes: we can only speak of results. If the reduced numbers and consequent increased relative expense of this institution is caused by the use of this power, we should assume the results, and not insinuate against the

HOSPITAL AT RAINSFORD ISLAND

management of the hospital. (Vide page 148, Report of the Board of State Charities for 1865.)

Nor does any fair construction of the 1st section of the Acts of 1865, account for this depletion. The object of that Act was to guard from infectious diseases our almshouses, and, further, to prevent the removal from our cities of persons who, in the opinion of the Board of State Charities, would be endangered by such removal. Deer Island Hospital is adapted to the reception and treatment of persons afflicted with infectious diseases. It was an additional motive for the establishment of this hospital, to prevent the danger of introducing such diseases into the cities and towns. It was also provided for such cases that the State had provided for such cases that the accommodations are ample, and the protection afforded. At the smallpox hospital is unoccupied, and during the year has not averaged two patients. It is well known that there would be some examination of persons dangerous to the community, and that those whose life would be endangered by removal would be supported by the cities and towns. But it is a matter of common discretion which does not "deem it expedient" to carry a patient, carried in the boat to Deer Island, should be carried three miles further to Rainsford Island before being removed to the city of Boston, since the receipt of letter from the Board of State Charities dated April 19th, 1866, saying that this law "will, in the future, cover nearly all cases heretofore sent there," have been sent to Deer Island, to be supported at the expense of the State. This expense, too, by the 2d section of the Acts of 1865, is based upon the weekly cost at Rainsford Island. Therefore, the reduction of the number, by the removal of patients, increases the cost of support of the hospital. There is no adequate cause for this reduction of the number of patients.

We need not enumerate again the peculiar advantages of this hospital. They were stated in the reports of the Board of State Charities for 1863 and 1865. The contingent title of the State is worthy of consideration in this connection. In regard to the convenience of access, the purity of the air, the healthful climate, the conveniently arranged buildings, the isolation, nearly two hundred beds of the hospital are occupied, while some of our almshouses are overcrowded with the sick.

communication has recently been received from the board of charities, informing us that it is the intention of the board to close this hospital. The wisdom of this course, the opinion of the State, through their legislature, have yet to pass upon. A full investigation, heretofore, has always resulted in strengthening the belief in the wisdom of maintaining this institution. Since the passage of the Act referred to by the Governor (Chap. 162 of the Acts of 1865, commented upon above,) showing the intention of the legislature to be towards that large sums of money have been appropriated to carry on this institution, besides the sum of \$5,000 for repairs. This property, worthless to the State if not used for a hospital, is now in excellent condition,—all the buildings in good repair; it is the only State hospital, and it remains with the legislature to determine whether it shall all be lost to the Commonwealth or continue a source of untold benefit to those who may be entitled to its advantages.

I refer to the accompanying report of the Superintendent, with pleasure commend his faithful and economical administration of the affairs of the island, and his kind and careful attention to the patients in hospital.

H. BURR CRANDALL.
JONA. D. WHEELER.
J. M. CHURCHILL.

LIST OF SALARIED OFFICERS WITH THEIR SALARIES.

W. Underwood, <i>Superintendent</i> ,	.	.	.	\$1,500	00
Warren Newcomb, <i>Assistant-Superintendent</i> ,	.	.	.	500	00
J. M. Churchill, <i>Inspector</i> , 12 months,	.	.	.	150	00
W. Baker, " 3 "	.	.	.	87	50
W. Dale, " 9 "	.	.	.	112	50
H. Burr Crandall, " 9 "	.	.	.	112	50
J. M. Wheeler, " 3 "	.	.	.	87	50
W. Anderson, <i>Steward</i> ,	.	.	.	800	00
M. Patterson, <i>Matron</i> ,	.	.	.	240	00

VALUE OF STOCK AND SUPPLIES.

Live Stock, . . . . .	.	.	.	.	.	.	.
Produce of the farm on hand . . . . .	.	.	.	.	.	.	.
Carriages and agricultural implements, . . . . .	.	.	.	.	.	.	.
Machinery and mechanical fixtures, . . . . .	.	.	.	.	.	.	.
Beds and bedding, inmates' department, . . . . .	.	.	.	.	.	.	.
Other property, " " . . . . .	.	.	.	.	.	.	.
Personal property, Superintendent's department, . . . . .	.	.	.	.	.	.	.
Ready-made clothing, . . . . .	.	.	.	.	.	.	.
Dry goods, . . . . .	.	.	.	.	.	.	.
Provisions and groceries, . . . . .	.	.	.	.	.	.	.
Drugs and medicines, . . . . .	.	.	.	.	.	.	.
Fuel, . . . . .	.	.	.	.	.	.	.
Library, . . . . .	.	.	.	.	.	.	.
Total Personal Property, . . . . .	.	.	.	.	.	.	.
Real Estate,—	.	.	.	.	.	.	.
Buildings, . . . . .	.	.	.	.	.	.	.
Land and wharves, . . . . .	.	.	.	.	.	.	.
Total, . . . . .	.	.	.	.	.	.	.

ATTENDENT'S REPORT.

of Rainsford Island Hospital.

respectfully submit to you the usual Report for the year ending September 30, 1866:—

Patients in the hospital Oct., 1865, was	121	
" " " " " "	301	
Admitted, " " " " "	17	
	—	4

At 1st, " " " " "	376	
Admitted, " " " " "	42	
Per 30th, " " " " "	21	
	—	4

Any one time, " " " "	1
By one time, " " " "	
At hospital, " " " "	1

Since opening of hospital, " "	7,6
-----------------------------------	-----

As, there were born,—

At, " " " " "	1
" " " " "	60
" " " " "	52
" " " " "	1
" " " " "	125
" " " " "	18
" " " " "	26
" " " " "	25

) HOSPITAL AT RAINSFORD ISLAND

Of the number received, there were admitted in

October,	.	.	.	.	.	.
November,	.	.	.	.	.	.
December,	.	.	.	.	.	.
January,	.	.	.	.	.	.
February,	.	.	.	.	.	.
March,	.	.	.	.	.	.
April,	.	.	.	.	.	.
May,	.	.	.	.	.	.
June,	.	.	.	.	.	.
July,	.	.	.	.	.	.
August,	.	.	.	.	.	.
September,	.	.	.	.	.	.

For the names of the diseases, causes of death, refer you to the accompanying tables.

Besides the inmates of the institution proper, who were reported this year from our appropriation, the discharged soldiers admitted to the military barracks established by the act of 1865. The names of these soldiers do not appear in the books of the institution, and in calculating the per capita cost of the inmates proper, I have first deducted from our current expenditures, the cost of supporting the

From the superior quality of the rations furnished to the inmates of the barracks, I cannot estimate the cost at less than \$7 a week.

The military barracks were opened for the discharged soldiers in June, 1865, and closed about the 1st of June, 1866.

The number of soldiers in hospital Oct. 1, 1865, was
admitted since,

discharged since Oct. 1, . . .
died since Oct. 1, . . .

greatest number at any one time, . .
least number up to the 1st June, . .
weekly average in hospital for 36 weeks, .

DOCUMENT—No. 26.

tains the names of the diseases treat-

1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	36
37	38	39	40	41	42
43	44	45	46	47	48
49	50	51	52	53	54
55	56	57	58	59	60
61	62	63	64	65	66
67	68	69	70	71	72
73	74	75	76	77	78
79	80	81	82	83	84
85	86	87	88	89	90
91	92	93	94	95	96
97	98	99	100	101	102
103	104	105	106	107	108
109	110	111	112	113	114
115	116	117	118	119	120
121	122	123	124	125	126
127	128	129	130	131	132
133	134	135	136	137	138
139	140	141	142	143	144
145	146	147	148	149	150
151	152	153	154	155	156
157	158	159	160	161	162
163	164	165	166	167	168
169	170	171	172	173	174
175	176	177	178	179	180
181	182	183	184	185	186
187	188	189	190	191	192
193	194	195	196	197	198
199	200	201	202	203	204
205	206	207	208	209	210
211	212	213	214	215	216
217	218	219	220	221	222
223	224	225	226	227	228
229	230	231	232	233	234
235	236	237	238	239	240
241	242	243	244	245	246
247	248	249	250	251	252
253	254	255	256	257	258
259	260	261	262	263	264
265	266	267	268	269	270
271	272	273	274	275	276
277	278	279	280	281	282
283	284	285	286	287	288
289	290	291	292	293	294
295	296	297	298	299	300
301	302	303	304	305	306
307	308	309	310	311	312
313	314	315	316	317	318
319	320	321	322	323	324
325	326	327	328	329	330
331	332	333	334	335	336
337	338	339	340	341	342
343	344	345	346	347	348
349	350	351	352	353	354
355	356	357	358	359	360
361	362	363	364	365	366
367	368	369	370	371	372
373	374	375	376	377	378
379	380	381	382	383	384
385	386	387	388	389	390
391	392	393	394	395	396
397	398	399	400	401	402
403	404	405	406	407	408
409	410	411	412	413	414
415	416	417	418	419	420
421	422	423	424	425	426
427	428	429	430	431	432
433	434	435	436	437	438
439	440	441	442	443	444
445	446	447	448	449	450
451	452	453	454	455	456
457	458	459	460	461	462
463	464	465	466	467	468
469	470	471	472	473	474
475					

●	◆	■	▲	●	◆
◆	■	▲	●	◆	■
■	▲	●	◆	■	▲

October 1, 1865, to October 1, 1866:

• • • • • **84,77**

ies, —

• • • \$3,675 74

671 44

les, . . .	1,025 50
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2,512 82

182 42

HOSPITAL AT RAINSFORD ISLAND

Tea and coffee,	\$553 4
Sugar and molasses,	683 4
Milk, butter, and cheese,	2,640 3
Salt and other groceries,	926 4
All other provisions,	90 4
Total provisions and supplies,	<hr/>

Clothing, . . . . .	.
Fuel and lights, . . . . .	.
Medicines and medical supplies, . . . . .	.
Furniture, beds and bedding, . . . . .	.
Transportation, . . . . .	.
Ordinary repairs, . . . . .	.
All other expenses, . . . . .	.

Total current expenditures,

Extraordinary expenditures, —

Building and repairing wharves,

Total expenditures,

The current expenses of the institution for the year have been \$25,380.28, as appears by the following statement:

Dr.

Cash drawn from the State treasury,
 Cash received from all other sources,
 or decreased cash value of personal assets,

Cr.

or cash on hand September 30, 1866,
 paid for bills debited to account of last year,
 paid for extraordinary expenditures,
 board of soldiers in military barracks,
 current expenses,

HOSPITAL AT RAINSFORD ISLAND

Showing the Number of Cases of Sickness in Rainsford Island Hospital, from October 1, 1865, to September 30, 1866, with the Number admitted in each Month, and the Names of the Principal Diseases; also, the Average Number for the Year and for each Month.

[illegible]

Syphilis,	65	13	9	8	7	10	9	6	3	-	-	-	-	-	-	-	-
Gonorrhoea,	7	-	1	3	1	-	-	1	1	-	-	-	-	-	-	-	-
Cancer,	8	-	1	1	1	-	-	-	-	-	-	-	-	-	-	-	-
Hip Disease,	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fistula in Ano,	2	-	1	2	-	-	-	-	-	-	-	-	-	-	-	-	1
Frost-bite,	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stricture,	2	-	1	1	-	1	-	-	-	-	-	-	-	-	-	-	-
Synovitis,	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pregnant,	18	1	5	2	1	1	3	-	1	-	-	-	-	-	-	-	-
Various Diseases,	22	2	2	5	6	-	2	3	1	-	-	-	-	-	-	-	1
Totals,	101	38	49	53	49	41	27	29	22	5	2	2	2	2	2	2	2
Average number in Hospital,	101	118	126	146	160	145	137	131	105	60	11	30	26				

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TH ANNUAL REPORT

OF

TRUSTEES

OF THE

INSTITUTION

AND

Asylum for the Blind.

OBER, 1866.

BOSTON:
 PETER, STATE PRINTERS,
 4 SPRING LANE.
 1867.

and Massachusetts Asylum for the Blind, }
Boston, November 22, 1866. }

Secretary of the Commonwealth.

nor to inclose a copy of the Report of the
Commission to the Corporation, for the infor-
mation of the Corporation.

Respectfully,

S. G. HOWE.

ASYLUM FOR THE BLIND.

REPORT OF THE TRUSTEES

Perkins Institution for the Blind
Boston, Nov. 19

To the Corporation.

GENTLEMEN :—The undersigned Trustees have the honor to report as follows for the year closing September 30, 1880.

The number of blind persons immediately connected with the Institution, as last reported, was 117. Since that time 12 have been admitted, and 24 discharged, leaving the present number 128.

The monthly reports of the Director set forth the number of admissions, discharges and the like, and the progress of the year. This has been very satisfactory. The health of the inmates has been excellent. The course of study and work has been followed regularly and industriously ; and no untoward event has occurred.

Besides the blind persons immediately connected with the establishment, several others have been furnished with means for carrying on at home the broom trade, or business of some kind. They are provided with tools and stock, and those who cannot readily sell their goods at home are permitted to bring them to our store to be sold on their account. This is considered to be the wisest and best mode of carrying on the work of the Institution. It helps the blind to help themselves ; it lessens the evil of attracting them from the country to the city ; it obviates the inconveniences and expense of boarding establishments ; and it keeps unbroken the ties of family, of friendship and of neighborhood, which is more important even, for the blind, than for ordinary persons.

institution for the blind which keeps the greatest number of persons usefully employed, and earning their own livelihood in their different homes, while having the least number with idle hands, does its work with the least show, but the greatest efficiency.

The blind are generally poor; and the poverty of some, and the impatience of others, prevents them from devoting the time and labor to their respective callings which is absolutely necessary for excellence. Some rush to the market with their inferior wares; others offer themselves as musicians, or teachers of music, or tuners of pianos, before they are properly prepared. The public extends them a ready sympathy, and takes its kind toleration for genuine approval. But sympathy and kindness do not make a sound basis for trade; and the public tire of buying inferior articles, or putting up with inferior services. Our graduates begin to find this out; and in consequence of finding it so, they are now beginning to state that a much larger proportion of them are now getting a good livelihood than in former years. They have learned that it pays better to secure a permanent and moderate profit by character for substantial and useful work, than to rely upon an extra price paid in view of their infirmity. Of those who have left within five years, two-thirds are doing well; and some very well, in their several professions.

The same is true of those who study music. There are now twenty, in and near Boston, who earn a handsome salary as pianists, tuners, organists, &c. Some have permanent employment in piano-forte manufactories as tuners.

The changes and improvements in the buildings and grounds have involved great expense, and nearly consumed the funds, are now completed, and found to be of great advantage. The only things wanting, to make the premises fully satisfactory, are, first, a removal of the brick stable to the land lately purchased, so as to give an easy and commodious access to the main building; and, second, a heating apparatus more safe, commodious and economical, than the present one. When these are done, the Institution will possess all the usual and rare advantages in respect to material arrangements and conveniences, as of school-rooms, music-rooms, sleeping-rooms, work-shops and the like. These indeed can be had at

ASYLUM FOR THE BLIND.

here by spending money enough ; but the advantage must exist ; they cannot be bought. In this institution is most fortunate. The location is not glorious, but it possesses many rare advantages. A point which is indispensable for the highest cultivation—namely, easy access to the centre of a large cultivated community. The establishment is within reach and yet has singular advantages of room and air. It is on the summit of a dry, gravelly peninsula, which slopes on all sides to the sea-shore. There is ample space for excursions ; and the neighborhood presents rare opportunities for all sorts of land exercises. Besides these, there are facilities for bathing, swimming and rowing,—of which our pupils avail themselves ; many of them being good and good oarsmen.

The facilities for attending churches, lectures, &c. are uncommonly great, and have been duly improved.

The advantage of easy access to musical performances of the highest order are of very great importance to those who become musicians. Boston presents many such, and the persons who conduct them are generally very kind and favourable towards our pupils.

They thus have an opportunity of training the ear and the eye. This is all-important to those who are to become painters ; as essential indeed as the sight of good painting is to one who would become a good painter.

The immediate charge of the establishment has been since 1840 by Dr. Samuel G. Howe, and the several officers have been well chosen and so acceptably administered it.

The inventory of real and personal estate shows a total of \$175,000 ; of these, however, less than \$5,000 are invested in property which pay any income. The Institution is therefore wholly dependent upon the bounty of the State. The annual appropriation in its favor has been raised to \$20,000 ; but at the present scale of prices, does not suffice to meet the expenses, and the Trustees will be compelled to ask for more.

The report of the Treasurer, Hon. William Claflin, contains a full statement of the receipts and expenditures, and also the amount of funds on hand.

will be perceived that this is very small; too small, to carry on the Institution upon the liberal and efficient which has hitherto characterized its operations.

Liberality is not meant luxury of living, nor high pay; the fare has always been very plain, and the salaries barely enough to command good service; but readiness to procure whatever was necessary for the instruction and training of the pupils; the best accommodations and opportunities for study and work; the best teachers, apparatus and books; the most perfect musical instruments, and the like. Much of this, as the grounds, the buildings, the large organ, &c., is in the nature of a permanent investment. The Institution is rich in property, but in nothing else. It has never been sufficiently provided with funds to live within its income, but has relied upon the liberality of the State, and upon occasional donations and legacies. The Trustees have felt confident that so long as the Institution continued to deserve well, it would be well sustained; and therefore, have not hesitated while they had funds, to expend them whenever it could be done with that true economy, which secures large return of good from reasonable expenditure of money.

Many things, however, are still wanting, which cannot be supplied by any means now at the command of the Trustees. It is to be regretted that people generally suppose the Institution is rich, because it bears the name of a rich man, who, with his will, gave it liberal gifts; but those gifts have been expended, chiefly in building, and other means of carrying on the Institution; and the Institution is now in need of aid and encouragement from the wealthy and liberal.

Two things are now especially wanted; first, the means of giving a supplementary course of instruction in the higher branches to those who wish to pursue a more advanced course of study than is given in ordinary institutions for the blind; and a thorough musical education to a select number of pupils who have the capacity and disposition for high culture. The means for a plan to effect this are given in a special report of the Director. Second, the means of printing of books in raised

type. The press has been almost idle for several years; and has been unable to supply the blind with books. This is felt as a sad

ASYLUM FOR THE BLIND.

ness, not only by our own pupils, but by all those who have learned to read. The Trustees hope and believe the suspension of work will be only temporary. Besides our press not only supplied the other institutions with school and text-books, but provided many valuable works for the general use of all the educated blind in the whole Bible, Milton's works, The Vicar of Bray, Tytler's History, Paley's Philosophy, Pierce's Grammar, and several other valuable books have been printed and circulated. A cyclopædia, intended to be a compendium of knowledge, reached its eighth volume, and stopped for want of funds. The books are very costly, though very useful. As the blind are generally poor, and, therefore, though the desire to possess books is strong, the sale is very limited. Some books have been given away, or furnished at low prices. The work of printing for the blind must be done by hand; and surely it is hard to find a field in which industry will bear more abundant fruit.

Whoever will select some standard book, and by the means of stereotyping it, may have the satisfaction of witnessing happiness very widely in his own day, and know that many in coming generations will rise up and call him blessed.

The Trustees heartily commend this matter to the benevolent hearts of those who are able and willing to forward such enterprises.

The accounts of the Steward are herewith submitted in detail. They have all been audited regularly. The amount received is paid over to the Treasurer, who pays out upon regular drafts of the Auditors of accounts.

The accounts of the Work Department show that though the men's shop can pay its way, yet the women's shop thus far, continues to be costly.

The several inventories of real and personal estate, by law, are herewith submitted.

The Trustees have to lament the death of two of our members, who have served the Institution long and faithfully.

Mr. STEPHEN FAIRBANKS has been a Trustee of the Institution for nearly twenty years. He has acted as Auditor of accounts for ten years, and always dis-

DOCUMENT—No. 27.

tention. He manifested his interest
ent visits ; and his genial and pleasa
most welcome.

SELL was also a faithful and valual
of late years his infirm health prevent
e at the meetings, he still render
nsel and his sympathy.

commend the Institution and the int
and afflicted class for whose benefit
and the confidence of the legislatu
nvoke upon them the favor and blessi
neth all good.

igned,)

THOS. T. BOUVÉ.
FRANCIS BROOKS.
SAMUEL ELIOT.
GEORGE S. HALE.
JOSEPH LYMAN.
JOSIAH QUINCY.
E. R. MUDGE.
WM. B. ROGERS.
JAMES STURGIS.
BENJ. S. ROTCH.

cretary.

PERKINS INSTITUTION AND MASSACHUSETTS ASYLUM
in account with WILLIAM CLAPLIN, Treasurer

1885.		Dr.	
Oct.	1.	To balance of cash,	
	10.	cash, per draft No. 223,	
	25.	" " No. 224,	
Nov.	8.	" " No. 225,	
	15.	" per Dr. Howe received from State for shop,	
Dec.	18.	" per draft No. 226,	
1886.			
Jan.	2.	To cash, per draft No. 227,	
	17.	" " No. 228,	
Feb.	17.	" " No. 229,	
Mar.	15.	" " No. 230,	
Apr.	16.	" " No. 231,	
July	2.	" " No. 232,	
Aug.	4.	" " No. 233,	
Oct.	1.	To interest,	
		balance,	

1885.		Cr.	
Oct.	10.	By cash from State of Massachusetts,	
	10.	Bank Dividends:	
		New England Bank,	\$4
		State Bank,	4
		Tremont Bank,	20
		Columbian Bank,	24
	19.	By cash, donation of Samuel May, Esq., "to be expended by the trustees in printing books, pamphlets and papers, suitable for the use of the pupils, for their benefit,"	
	20.	cash, per Dr. Howe's account, dated Oct. 18, for tuning pianos by pupils,	\$5
	20.	cash, per sale of books,	27
	20.	" " of tickets,	2
		Carried forward,	\$35

DOCUMENT—No. 27.

d,	\$358 10	\$5,66
of three printing ma-		
.	15 00	
		57
Railroad dividends,		15
" "		5
10 shares Western R. R., . . .		8,26
Fowe, board and tuition		
pils, sales, &c., per his		
it rendered,		1,64
Concord R. R. Stock:		
es, at \$60,	\$1,200 00	
at \$61,	305 00	
	<u>\$1,505 00</u>	
tax, per Brewster, Sweet		
.	6 87	1,49
Massachusetts,		4,00
Maine,		1,87
Massachusetts,		4,00
dividends:		
ont,	\$200 00	
ibian,	80 00	
.	48 00	
England,	45 00	
	<u>37</u>	
owe, sales, &c., per his		
nt rendered,		1,24
Vermont, \$2,187.50; less		
at per collection, \$5.47, . . .		2,18
' Rhode Island,		1,80
, £10, of Francis Walder		
ell, of Renton Co., Dun-		
n, Scotland, received		
gh Henry Mitchell, of		
n,		6
ank Stocks through Brew-		
et & Co.:		
olumbia Bank, at \$112,	\$1,792 00	
remont Bank, at \$115½, . . .	4,620 00	
ew England B'k, at \$115, . . .	1,035 00	
tate Bank, at \$106½,	1,278 00	
	<u>\$8,725 00</u>	
ge, \$19.25, and tax, \$3.85, . .	28 10	8,70
d,		<u>\$41,37</u>

		<i>Brought forward,</i>	.	.	.	.	.	.
May	28.	By cash from State of Connecticut,	.	.	.	.	.	.
July	5.	" " " of Massachusetts,	.	.	.	.	.	.
Sept.	1.	cash, Dr. Howe, as per account rendered,	.	.	.	.	.	.
	29.	" Dr. Howe, as per account rendered,	.	.	.	.	.	.

Oct. 1. By balance, cash,

(Signed,)

W

Analysis of Treasurer's Account.

Treasurer's Report shows that the total receipts during the
 were \$50,917 1

Ordinary Receipts.

State of Massachusetts, \$18,180 12
 Beneficiaries of other States and private pupils, 9,617 99
 Dividends on stock, 1,106 00
 ----- \$28,854 1

Extraordinary Receipts.

Sale of Stock, \$18,462 08
 Donation of Samuel May, Esq., as per Treas-
 urer's Report, 1,000 00
 Legacy of F. W. Mitchell, of Scotland, as per
 Treasurer's Report, 67 50
 Sale of books and writing boards, 928 91
 Tuning pianos by pupils, 112 72
 Tickets of admission to concerts, 187 93
 Sale of three printing machines, 15 00
 Sale of bread, and board of laundry girls and
 Mr. Campbell's family, 384 40
 Laundry for teamster and use of horse and wagon, 500 00
 Account of Laura Bridgman, 165 00
 Insurance Company, for damages, 79 99
 Laundry, for error in bill of March 17, 15 68
 Sale of old iron, type, &c., 143 88
 ----- 22,068 0

 Total amount received by Treasurer, \$50,917 1

Amount on orders of the Auditors, \$36,873 79
 Amount himself amount due Oct. 1, 1865, 8,843 53
 Amount paid to Salesroom for amount received from
 130 12
 114 84

 \$45,962 28
 Amount of cash on hand, 4,954 87
 ----- \$50,917 1

ASYLUM FOR THE BLIND.

Octo

ie undersigned, a Committee appointed to examine the
ins Institution and Massachusetts Asylum for the Bli
-6, have attended to that duty, and hereby certify th
ints to be properly vouched and correctly cast, and tha
ice in the hands of the Treasurer of \$4,954.87, (forty-ni
and $\frac{87}{100}$ dollars.)

ie Treasurer also exhibited to us evidence of the fol
ging to the Institution :—

. of land in South Boston, dated April, 1844,	.	.
" " " dated August, 1848,	.	.
" " " dated February, 1847,	.	.
" " " dated January, 1850,	.	.
" " " dated July, 1850,	.	.
" " " dated April, 1855, \$2,810.50;	.	.
mortgage, \$1,500,	.	.
" " " dated April, 1855,	.	.
" " " dated August, 1855,	.	.

(Signed,)

THOS. T. BOUV
GEORGE S. HAL

*General Analysis of Expenditures for the year ending
1866, as per Steward's Account.*

ARTICLES.	Amount.
Household furniture,	\$1,713 6
Dry goods and clothing,	482 0
Fruits and vegetables,	524 6
Readstuffs,	2,858 4
Proceries,	1,918 2
Laundry,	2,702 6
Meats,	2,055 5
Fish,	245 8
Water and ice,	258 1
Fuel and light,	2,479 0
School apparatus,	1,641 7
Advertising,	84 8
Post office and telegrams,	19 8
Writing office and printing,	685 9
Boys' shop,	316 1
Drugs, medicines and dentistry,	47 7
Dressing,	2,308 4
Taxes,	30 0
Insurance,	90 0
Gravel,	1,397 6
Travelling and express,	108 1
Extraordinary travelling expenses of pupils,	216 8
Boarding pupils out,	151 1
Salaries and wages,	11,763 8
Office in town,	187 6
Cash refunded,	47 1
Free crackers,	2 8
Construction and repairs,	3,622 5
Liabilities of 1865 paid in 1865 and 1866,	7,839 13
<hr/>	
PRODUCT for	
Extraordinary repairs and construction,	\$2,700 5
Extraordinary travelling expenses of pupils,	216 8
Liabilities of 1865 paid in 1865 and 1866,	7,839 13
<hr/>	
Actual current expenditures,	

of the Accounts of the Work Departments, October
1, 1866.

WORKSHOP.

Original loan,	\$13,756 96	
Horse and wagon, and sundry in-		
.	4,069 25	
	<hr/>	\$17,826 21
.	\$5,689 25	
.	1,578 81	
.	7,703 47	
	<hr/>	14,951 53
the workshop,		\$2,874 68
workshop, Oct. 1, 1865,		\$2,902 97
workshop, Oct. 1, 1866,		2,874 68
		<hr/>
for,		\$28 29
workmen for the year ending Sept. 30, 1866,		\$4,785 23
workmen for the year ending Sept. 30, 1865,		3,827 16
		<hr/>
last year,		\$958 07
the year ending Sept. 30, 1866,		\$25,268 92
the year ending Sept. 30, 1865,		22,554 96
		<hr/>
over last year,		\$2,713 96

LAUNDRY.

Original loan,	\$2,621 46	
Commonfield Street,	3,202 37	
Wash,	997 19	
	<hr/>	\$6,821 02
for individuals,	\$172 62	
Contribution for washing 3 months,	665 20	
Cost for F. M. Youth for washing		
.	302 87	
for "Star of the East,"	173 63	
	<hr/>	1,314 32
the laundry,		\$5,506 70
laundry, Oct. 1, 1866,		\$5,506 70
laundry, Oct. 1, 1865,		3,197 52
		<hr/>
Profit or loss,		\$2,309 18
Women for the year ending Sept. 30, 1866,		\$2,510 13
Women for the year ending Sept. 30, 1865,		1,981 12
		<hr/>
last year,		\$529 01
work department as a whole,		\$2,294 55

TERMS OF ADMISSION

Young blind persons, of good moral character, can be educated in the Institution by paying \$250 per annum. This sum covers board, washing, medicines, and musical instruments, &c. The pupils must furnish their own clothing and pay their own fares to and from the Institution. The pupils have every reasonable facility for visiting their families.

Persons who wish to make a special study of music, or of any other branch of instruction, will be charged higher rates.

Indigent blind persons, of suitable age and character, residing in the Commonwealth of Massachusetts, can be admitted gratuitously, by application to the Governor for a warrant.

The following is a good form, though any other will

To His Excellency the Governor:

"SIR,—My son, (or daughter, or nephew, or niece, or grandchild,) named A. B., and aged _____, cannot be instructed in the common schools for want of sight. I am unable to pay for the education of my child in the Institution for the Blind, and I request that your Excellency will issue a warrant for free admission.

"Very respectfully,

The application may be made by any relation or friend of the applicant, if the applicant is dead or absent.

It should be accompanied by a certificate from one of the selectmen of the town or aldermen of the city, in this form:

"I hereby certify that, in my opinion, Mr. _____ is a healthy person, and that he cannot afford to pay \$250 per annum for his child's instruction. (Signed,) _____

There should also be a certificate, signed by some person of the town or city, in this form:

"I certify that, in my opinion, _____ has no other means of education, and cannot be taught in common schools; and that he (or she) is not afflicted with any contagious disease.

(Signed,) _____

DOCUMENT—No. 27.

lone up together, and directed to "The S
h, State House, Boston, Mass."

quired from some responsible person, that
hout expense to the Institution, whenever
ge him.

on is from five to seven years.

to attend public worship on the Sabbath
neighborhood, and the parents will design

residing in Maine, New Hampshire, Verm
land, by applying as above to the "Com
e of the Secretary of State in the respec
of free admission.

address Dr. Samuel G. Howe, Director
d, Boston, Mass.

of the blind who may be sent to the Inst
niah information in answer to the follow

f the applicant?

he] born?

h and day of the birth.

rn blind? If not, at what age was the si

.l or partial?

d cause of the blindness?

r been subject to fits?

.n good health, and free from eruptions
skin?

r been to school, if yes, where?

moral character of the applicant?

a and docile in temper, or the contrary?

r peculiarity of temper and disposition?

is father of the applicant a native?

al bodily condition and health of the fat
lthy, or the contrary?

ie applicant ever subject to fits or scrofula
perfect?

mperate man?

he when the applicant was born?

rn peculiarity in the family of the father of
r of the grand-parents, parents, uncles, au
s blind, deaf or insane, or afflicted with

20. If dead, at what age did he die, and of what disease?
21. Where was the mother of the applicant born?
22. What was the general bodily condition of the applicant, strong and healthy, or the contrary?
23. Was she ever subject to scrofulous affections, or any other disease?
24. Were all her senses perfect?
25. Was she always a temperate woman?
26. About how old was she when the applicant was born?
27. How many children had she before the applicant?
28. Was she related by blood to her husband? if so, -1st, 2d, or 3d cousins?
29. If dead, at what age did she die, and of what disease?
30. Was there any known peculiarity in her family, or in her grand-parents, parents, uncles, aunts, sisters, brothers, or cousins, either blind, or deaf, or insane, or afflicted with any disease of the body or mind?
31. What are the pecuniary means of the parents, or nearest relatives of the applicant?
32. How much can they afford to pay towards the maintenance of the applicant?

*List of Books printed at the Perkins Institution and Massachusetts
Asylum for the Blind.*

	No. of Vols.
er's Universal History,	8
s Geography,	1
s Atlas of the Islands,	1
h Reader, First Part,	1
h Reader, Second Part,	1
arvey Boys,	1
ilgrim's Progress,	1
's Call,	1
h Grammar,	1
' Melancthon,	1
stitution of the United States,	1
f Diagrams,	1
ome,	1
's Geometry, with Diagrams,	1
al Class-Book,	1
able of Logarithms,	1
l Table of Logarithms,	1
oles of Arithmetic,	1
omical Dictionary,	1
phy of Natural History,	1
ents of Natural Philosophy,	1
edia,	8
f Common Prayer,	1
to Devotion,	1
estament, (small,)	4
estament, (large,)	2
estament,	6
f Psalms,	1
f Proverbs,	1
in Verse,	1
and Hymns,	1
airyman's Daughter,	1
elling-Book,	1
ixpenny Glass of Wine,	1
s Blind Child's Manual,	1
s Blind Child's First Book,	1
s Blind Child's Second Book,	1
s Blind Child's Third Book,	1
s Blind Child's Fourth Book,	1
tion of Hymns for the Blind,	1
's Poetical Works,	2
's Essay,	1
's Constitution of Man,	
al Theology,	
g Cards,	

NINETEENTH ANNUAL REPORT

OF

THE TRUSTEES

OF THE

MASSACHUSETTS SCHOOL

FOR

and Feeble-Minded Youth.

OCTOBER, 1866.

BOSTON:

POTTER, STATE PRINTERS,

No. 4 SPRING LANE.

1867.

its School for Idiotic and Feeble-Minded Youth, }
BOSTON, December 11, 1866. }

, *Secretary of State.*

he honor to inclose, for the information of
y of the Annual Report of the Trustees
the Corporation.

Respectfully,

SAM'L G. HOWE,
Superintendent pro tem

SCHOOL FOR IDIOTS.

TRUSTEES' REPORT

Massachusetts School for Idiotic and Feeble-Minded
Boston, October 18

the Corporation.

GENTLEMEN :—The undersigned, Trustees, have
report as follows, for the year ending September 30.
The number of pupils last reported was seventy-
one, twenty-two; discharged, twenty; died, thir-
teen, seventy.

The average state of health has been, as compared with
ordinary persons, quite low; but compared with
the same class, very good. Persons of this class
do not live, but feeble live. They have, at best, but
little force, and their health is peculiarly liable to
disturbing causes.

In comparing classes of men, it should be borne in mind
that condition of bodily health and strength, in
man, depends mainly upon the quality and condition of the
fountain head of nervous power. The vigor of the
organs is proportionate to the amount of force
drawn from the fountain head of nervous force, and
if weak or disturbed, the body is no longer sound.
In, of course, the tone of health is lowered, and
cannot resist occasional destructive agencies, and the
tendency to decay, is enfeebled. Considering the
standard of health among our pupils during the
year, it is high.

There have been four cases requiring medical aid, and three of them proved fatal, viz.: one of consumption, one of epilepsy, and one of typhoid fever. There have been continually recurring cases of disorder which required nursing and a change of diet. Indeed, the reliance is placed almost entirely on these; and drugs are seldom administered.

The school has been full as it ought to be with the present accommodations. It would not be safe to fill the house to its full capacity, because there is no special building or apartment to be used in case of sickness. It is not, however, so full as it ought to be, considering how many need its treatment, and how many families plead to have their children removed as pupils. No one can conceive the relief given to a family afflicted and burdened with an idiotic child, by coming to such a school as ours, unless they have actual knowledge of the weight of that burden at home.

The coming of an ordinary child into a family is like the rising of a star, which grows brighter, and diffuses pleasure and joy around. The child is not only the pride and joy of the parents, but a source of positive strength to the family, by the beneficial effects of its young life, imparting hope, suggesting industry, lessening selfishness of to-day, and preventing indifference to the morrow. A poor man's household is not only strengthened, but positively strengthened by the presence of a healthy and healthy child; but an idiotic child comes like a blight on the present, and a blight on the future. The parents love the poor weakling, as much as though it were beautiful and bright; nay, the mother is able to love it even more; but the very intensity of her affection makes the burden heavier, because it absorbs care and attention which should be directed elsewhere, and it depresses and saddens her by the apparent uselessness of her efforts. Hope and joy lighten all our labors, and intensify all our efforts; and when put forth in our children, they enable us to remove mountains. But continual sorrow weakens us; and despair paralyzes us.

As the idiot child grows up and loses what little of the love of infancy he had, he becomes less interesting to the parents and immediate relatives, and repulsive to others. Every day he is felt to be a more grievous burden, and a source of

deeper sorrow. Finally, all hope that he may yet brighten up and show signs of change gradually dies out, and there remains only despair about his improvement, and anxiety about his future.

Dark and sad is the mother's heart, when even she at last sorrowfully says, Alas ! I must die and leave my poor boy a helpless idiot, to drivel on through life, and die alone in an almshouse ! But the child grows apace, and he must still be cared for and waited upon like an infant. He cannot dress himself, nor feed himself, nor care for himself. He sits listlessly, and droops and drivels ; or he is restless, mischievous and destructive. As he grows stronger he must be watched and restrained lest he injure himself or others. This cheerless duty devolves on the poor mother ; for her tender affection long outlives the father's love, who usually comes to regard his child with indifference, and perhaps aversion.

The removal of the child from the family would so lighten its burden and sorrow that, on such an errand, the messenger of death would be a welcome visitor ; but his removal to a school where he will be carefully nurtured and trained so that he ceases to drivel and to destroy, and learns to dress himself, to feed himself, to be quiet, orderly and obedient, and to begin to improve ; this is, indeed, a blessing unspeakable.

Wisdom may, indeed, suggest we should be cautious about removing that which, though apparently only a useless burden, may, in reality, be a corrective ; but surely the heart suggests the wish that every household might be relieved of such a sad charge, and an asylum provided, large enough to receive all the idiotic children in the State, whether they can be greatly improved or not.

But the condition of all of them may be meliorated to a certain extent. The capacity for improvement exists in every organized being ; and its existence is the silent voice of nature, bidding us act diligently, and never allow the humblest talent to be buried in a napkin.

Not one of these children should be left to drivelling idiocy ; nor any hapless mother left alone and unaided in her efforts to improve its condition. Scarcely a child has ever been brought to our school which has not improved sensibly and rapidly.

The parents see and feel this most clearly, and often express their gratitude and joy with touching earnestness. Many pupils, besides becoming tidy and clean in their habits, and decent and orderly in their behavior, learn to talk and express themselves intelligently, to read a little, to count a few numbers, and to write at least their names. The girls learn housework, and the boys some simple handicraft, which, if never to be the means of entire support, serves to keep them busy, and to give them what every human being needs, some employment for mind and hands, or for both, in order to keep them out of idleness, and above a life of mere sensuous enjoyment.

Will not those who have the power and the wish to help those who cannot even thank them, examine our institution, and see whether it, too, does not deserve a share of means so generously supplied to other instrumentalities of good?

The Trustees have to report their satisfaction with those employees who have had the immediate charge of the establishment during the past year; and who have labored so long and acceptably in their several offices. They are all (with one exception,) women, and have proved themselves worthy of a work which requires great patience, perseverance, kindness and self-denial.

The exercises of the school-room, and of its adjunct, the gymnasium, which is a training school for the body, have been the same as in past years, and need not be detailed here.

The report of the Superintendent will set forth in detail the changes and improvements that have taken place.

The report of the Treasurer, Mr. F. W. G. May, will set forth the condition of the funds, and show how sadly the institution is cramped for means of usefulness.

All money received is paid over to the Treasurer, and accounted for in his annual account. The Steward's account will set forth the items of expenditures to the minutest detail. All bills are examined and vouched for by the Superintendent, then passed upon carefully by the Auditor, Robert B. Storer, Esq., who makes his drafts upon the Treasurer.

The Trustees would express their gratitude to both those gentlemen for the faithful and satisfactory manner in which they have discharged their important duties.

Finally, they commend the Institution to the kind attention and sympathy of the legislature and of the public, and invoke upon it the blessings of Him who sent His beloved Son among men, to teach them to gather up the fragments of humanity, that nothing be lost.

LEWIS ALLEN,
JOSIAH BARTLETT,
H. G. DENNY,
FRANCIS W. BIRD,
JAMES B. CONGDON,
SAMUEL ELIOT,
JOHN FLINT,
SAMUEL G. HOWE,
EDWARD JARVIS,
ROBERT B. STORER,
EMORY WASHBURN,
STEPHEN M. WELD,

Trustees.

SAM'L G. HOWE, *Secretary.*

Dr. FRED. W. G. MAY, Treasurer, in account with the Massachusetts School for Idiotic and Feeble-Minded Youth. Cr.

1865. Oct. 2,	For balance from former account, . . .	\$1,120 15	1866. Sept. 29,	By borrowed money repaid at various times, interest paid on same, Auditor's drafts paid at various dates, . Revenue Stamps, balance to new account,	\$11,300 00 119 55 16,554 56 4 40 188 39
1866. Sept. 29,	For payments from State Treasury at sundry times,	12,000 00			
	cash for board, tuition, &c., at various times,	3,467 92			
	overpaid bill refunded,	12 85			
	brooms sold,	93 75			
	piano, sewing-machine, &c., sold,	149 14			
	milk, old iron, rags and sundries sold,	23 00			
	money borrowed,	11,300 00			
		\$28,166 00			\$28,166 90

Oct. 3, 1866. To balance brought down, \$188 39

(E. & O. E.)

There is a loan from Globe National Bank of \$1,500, with interest from 2d August, 1866, still outstanding.

FRED. W. G. MAY, Treasurer Mass. School for Idiots, &c.

SCHOOL FOR IDIOTS.

[Oct.

Analysis of Expenditures for the year ending September 30, 1866; as per Steward's Account.

ARTICLES.	Amount.
Food,	\$1,224 86
Fuels,	1,228 59
Sh,	158 20
Clothing,	1,088 06
Fruits and vegetables,	270 74
Provisions,	626 04
Soap,	42 98
Water,	60 00
Light,	78 20
Gas,	114 07
Coal,	1,687 12
Furniture,	151 29
Household articles,	119 56
Mats and bedding,	282 55
Cotton cloth,	154 50
Drapery and table linen,	91 78
Other goods,	25 12
Shoeing,	368 84
Laundry,	1,256 93
Washing,	274 87
Transport,	8 00
Insurance,	87 50
Interest,	17 71
Travelling,	175 34
Express,	16 44
Salaries—Teaching,	1,701 33
“ Wages,	977 82
“ Labor,	406 94
Instruction and repairs,	1,554 53
Timber,	207 05
Book-keeping,	162 50
Books and stationery,	61 55
Newspapers,	8 25
Printing,	10 14
Stage,	19 67
Amo and school apparatus,	299 32
Boarding and lodging,	106 10
Medicine and medical attendance,	56 26
Physic shop,	575 44
Garden,	18 98
General expenses,	39 40
Indries,	51 40
Total,	\$15,804 92
Liabilities of 1864 and '65, paid in 1865 and '66,	2,157 69
Advance for water and insurance,	32 50
Total amount of cash expended,	\$17,995 11

General Analysis of Steward's Account, October 1, 1866.

	Dr.	Cr.
Amount due October 1st, 1865,		\$2,11
Paid as per Steward's book,—		
Ordinary expenses as per schedule annexed,		15,85
Total receipts on draft from Treasurer,	\$16,554 56	
Errors in bills,	12 85	
	<hr/>	
	\$16,567 41	
Amount due Steward October 1st, 1866,	1,427 70	
	<hr/>	
	\$17,995 11	\$17,99

FINANCIAL STATEMENT.

Assets.

Real estate,	\$35,00
Household furniture, as per stock book,	5,07
	<hr/>
	\$40,07

Cash Account.

	Dr.	Cr.
Debts due from sundry individuals for board and tuition,		\$3,31
Balance in Treasurer's hands,		18
Money borrowed by Treasurer,	\$1,500 00	
Due to Steward by Treasurer,	1,427 70	
	<hr/>	
	\$2,927 70	\$3,50
Balance,	578 18	
	<hr/>	
	\$3,505 88	\$3,50

EXTRACT FROM THE RULES AND REGULATIONS.

TERMS OF ADMISSION, &c.

The best age for admission is between six and twelve years.

The institution is not intended for epileptic or insane children, nor for those who are incurably hydrocephalic or paralytic, and any such will not be received, to the exclusion of more improvable subjects.

Children will be received upon trial for one month, at the end of which a report upon the case will be made to the parents.

Children must come well provided with plain, strong clothing, and stout shoes for walking in any weather. They must be renewed as often as is necessary, at the expense of the applicants. Those who tear and destroy clothing must be provided with garments made expressly for them, and of form and texture as not to be easily torn. *

All the articles of clothing must be marked with the name of the owner—full length.

The children of indigent parents, in Massachusetts, will be received gratis, but they must first obtain a warrant from the governor. For others, a charge will be made proportionate to the trouble and cost of treating them.

Sufficient surety will be required for the clothing of the pupils, for their food and care in vacation, and for their removal whenever they may be required.

Persons applying for the admission of children as beneficiaries of Massachusetts, should address the governor, and send to him a certificate from the selectmen or the overseers of the poor of their town, stating that their parents and immediate relatives are unable to defray the expenses of their education. They must also fill out certain blanks, the form of which is as follows:—

FORM OF APPLICATION FOR BENEFICIARIES IN MASSACHUSETTS.

18 .

To His Excellency the Governor:

I, —The undersigned, citizen of Massachusetts, and inhabitant of the town of _____, respectfully represents that his son, [or daughter,]* of _____ years of age, and aged _____ years, cannot be taught in the Common Schools, as other youth are, on account of undeveloped intellect; and he therefore requests that your Excellency would recommend him for admission as a pupil to the Massachusetts School for teaching and training Idiotic and Imbecile-Minded Persons, as a State beneficiary.

Respectfully yours, _____.

* If a town pauper, the overseers of the poor may apply as for their ward.

The application should be accompanied by two certificates, in the following form:—*

I.

11

I, _____, one of the selectmen of the town of _____, hereby certify, that, in my opinion, Mr. _____ is not wealthy, and could not afford to pay \$150 per year for the instruction of _____ at the _____ for Idiotic and Feeble-Minded Persons.

(Signed,) _____

II.

11

I, _____, citizen of Massachusetts, physician, and practitioner of the town of _____, hereby certify that I have examined _____ and find that he is not insane, but is so deficient in mental ability that he cannot be taught in the Common Schools, as others of his age are.

His bodily health is _____, and he has no cutaneous or constitutional disorder.

(Signed,) _____

N. B. The physician is earnestly requested to state, in writing, his opinion of the cause of the person's mental deficiency; to state whether he has been epileptic; also, to mention any organic or functional peculiarity that he may have observed. It may be greatly to the advantage of the person if the physician should send in writing a full and minute account of the case with his own thoughts and suggestions in regard to it.

If the applicant is admitted as a beneficiary, he must be provided with a paper signed by two responsible persons, in the form of a guaranty for re-education as follows:—

11

We, the undersigned, citizens of Massachusetts, and householders of the town of _____, respectively pledge ourselves, that, should _____ be received into the Massachusetts School for teaching and training of Idiotic and Feeble-Minded Youth, he shall be kept properly supplied with clothing, that he shall be removed during vacation, (if his removal is required,) and that whenever he shall be discharged, he shall be removed from the institution, and the institution relieved from all responsibility for his support.

(Signed,) _____

Pupils not Beneficiaries.—Any persons may be admitted to the institution on presenting to the superintendent sufficient evidence of their fitness

* The same may be used in Rhode Island.

such terms as he or the standing committee shall determine, according to responsibilities and difficulties in each case. Payments are to be made tenderly in advance, or sufficient security therefor given.

Private pupils must be provided with at least two decent suits of clothing, sufficient changes of garments of all kinds, for winter, and also for summer.

Every pupil will be required to observe strictly all the Rules and Regulations of the Institution.

QUESTIONS TO BE ANSWERED

By the Parents or Friends of Applicants for Admission to the School.

What is the applicant's name and age?

Where was he born?

Was he born at the full period of gestation?

Were there any extraordinary circumstances attendant upon the delivery? If so, describe them.

What has been the general health and the bodily condition of the applicant?

At what period was it first observed that there was anything peculiar about him?

Has there been observed, at any time since birth, anything peculiar in shape or condition of his head?

Does the head now differ in shape or condition from the head of an ordinary person of the same age?

What is now the general health of the applicant?

1. Is he now subject, or has he ever been subject, to epilepsy or fits of any kind?

1. Describe the fits, if any?

2. What is now his weight?

3. What is now his height?

4. Has he any infirmity of body, or any striking peculiarity?

5. How is his appetite for food and drink?

6. Is he active and vigorous? Does he run about and notice things, or is he contrary?

7. What is the state of the sense of sight? Is the eye bright or dull?

8. What is the state of the sense of hearing? Is it quick or sluggish?

9. Does the applicant show any sensibility to musical sounds?

10. What is the state of the sense of smell?

11. What is the state of the sense of taste? Is he particular about what he eats, or will he swallow things without regard to taste?

12. Is he gluttonous?

13. What are his habits with regard to personal cleanliness?

14. Can he talk—that is, can he make a regular sentence, containing nouns, verbs, adjectives, adverbs, &c.?

15. Does he use understandingly such words as *or* and *if*?

26. Please give several specimens of his mode of talking, and be careful to put down the words exactly as he uses them.

27. Can he dress and undress himself?

28. Can he feed himself?

29. Does he use a spoon, or knife and fork?

30. Can he tie his shoe-strings in a regular knot?

31. Can he do any work, and what kind?

32. What are his personal habits?

33. Does he hide, break or destroy things?

34. Does he get up in the night and wander about?

35. Is he obedient?

36. Does he come when called?

37. Does he go astray?

38. Is he passionate?

39. Is he given to self-abuse or masturbation?

40. Has there been such watchfulness that you can be sure he is free from all habits of self-pollution?

41. Please state any facts that may show the peculiar character of the applicant.

42. Of what country was the father of the applicant a native?

43. What was the general bodily condition and health of the father? Was he vigorous and healthy, or the contrary?

44. Was the father of the applicant scrofulous, or was he subject to fits or any disease?

45. Were all his senses perfect?

46. Was he always a temperate man?

47. About how old was he when the applicant was born?

48. Was there any known peculiarity in the family of the father of the applicant?—that is, were any of the grand-parents, parents, uncles, aunts, brothers, sisters or cousins blind, deaf or insane, or afflicted with any infirmity of body or mind?

49. If dead, at what age did the father die, and of what disorder?

50. Where was the mother of the applicant born?

51. What was the general bodily condition of the mother of the applicant?—strong and healthy, or the contrary?

52. Was she scrofulous, or ever subject to fits?

53. Were all her senses perfect?

54. Was she always a temperate woman?

55. About how old was she when the applicant was born?

56. How many children had she before the applicant was born?

57. Was there anything peculiar in the bodily or mental condition of the other children?

58. What was the state of the mother's health during the time she was pregnant with the applicant?

59. Was she subject to any bodily injury or severe sickness, or to extraordinary mental emotion or fright, great sorrow, or the like?

60. Was she related by blood to her husband? If so, in what degree?—first, second or third cousins?

SCHOOL FOR IDIOTS.

[Oct.

1. If dead, at what age did she die, and of what disorder?
2. Was there any known peculiarity in her family?—that is, were any of grand-parents, parents, uncles, aunts, sisters, brothers, children or cousins ever blind, or deaf, or insane, or afflicted with any infirmity of body or mind?
3. What are the pecuniary means of the parents or immediate relatives of applicant?
4. How much can they afford to pay towards the support and education of applicant?
5. What are the names of the father and mother?
6. What is their residence?
7. What is the post-office address of the parents or other responsible friends?

For further particulars address Dr. S. G. HOWE, 20 Bromfield Street, Boston.

OFFICERS FOR 1866-7.

<i>President,</i>	.	.	.	.	.	SAMUEL G. HO
<i>Vice-President,</i>	.	.	.	.	.	EMORY WASHI
<i>Treasurer,</i>	.	.	.	.	.	FREDERICK W.
<i>Secretary,</i>	.	.	.	.	.	EDWARD JARV

TRUSTEES.

LEWIS ALLEN.	JOHN FLINT.
JOSIAH BARTLETT.	SAMUEL G. HOWE.
HENRY G. DENNY.	EDWARD JARVIS.
FRANCIS W. BIRD.	ROBERT B. STORER.
JAMES B. CONGDON.	EMORY WASHBURN.
SAMUEL ELIOT.	STEPHEN M. WELLS.

VISITING COMMITTEE.

For January,	.	.	.	.	Messrs. ALLEN and BIRD.
February,	.	.	.	.	BIRD and CONGDON.
March,	.	.	.	.	CONGDON and
April,	.	.	.	.	ELIOT and FLINT.
May,	.	.	.	.	FLINT and JARVIS.
June,	.	.	.	.	JARVIS and STORER.
July,	.	.	.	.	STORER and WELLS.
August,	.	.	.	.	WASHBURN and
September,	.	.	.	.	WELLS and ALLEN.
October,	.	.	.	.	ALLEN and DENNY.
November,	.	.	.	.	DENNY and BIRD.
December,	.	.	.	.	BIRD and HOWE.

PUBLIC DOCUMENT No. 29.

Commonwealth of Massachusetts.

A N N U A L R E P O R T

OF THE

GUARDIAN

OF THE

CHAPPEQUIDDIC AND CHRISTIANTOWN INDIANS

SEPTEMBER 30, 1866.

GUARDIAN'S REPORT.

[Oct.

Massachusetts, an accurate account of the Receipts and Disbursements by said Guardian, on account of said Indians and people of color, from the 30th day of September, 1865, to the 30th day of September, 1866, in conformity to an Act passed March 10th, 1828, Section 4th, Article 7th.

RECEIPTS.		DISBURSEMENTS.	
1865.	Cash received of the agent of barque Draco, of New Bedford, proceeds of Francis Spencer's voyage,	1865.	Paid Paulina A. M. Vanderhoof for teaching school at Christiantown, two months, close of term, at \$18,
Oct. 18,	received from the State treasury, aid in the support of certain indigent Indians,	19,	Charlotte P. Madison for teaching school at Chappequiddic, two months, close of term, at \$18,
1866.		28,	Francis Spencer, proceeds of voyage in barque Draco,
Feb. 13,	received from the State treasury, aid in the support of Indian schools,	25,	Isaiah Belain for wood for Chappequiddic school,
July 11,	received from the State treasury, aid in the support of Indian schools, and for burial expenses of Nelly Joseph, deceased,	Nov. 24,	Sarah J. Linton for burial clothes for Nelly Joseph, deceased,
Aug. 2,	received from the State treasury, aid in the support of Indian schools, and for burial expenses of Nelly Joseph, deceased,	24,	Francis Pent for coffin for Nelly Joseph, deceased,
11,	received from the State treasury, aid in the support of certain indigent Indians,	1866.	
		Feb. 14,	Tristram D. Pease, bill of provisions for Nelly Joseph, deceased,
		20,	Thomas Smith for wood for Chappequiddic school,
		20,	Thomas Bradley's bill of provisions for Asa Peters and Louisa Simpson,
		July 12,	Frederick Baylies for cloth for shades for Chappequiddic school,

PUBLIC DOCUMENT No. 30.

Commonwealth of Massachusetts.

To His Excellency the Governor and the Honorable Council.

The undersigned, Guardian of the Dudley Indians, asks leave to present the following Report for the year ending September 30th, 1866:—

Amount of expenses:

For provisions,	\$564 73
fuel,	190 80
clothing,	49 42
washing and mending for Paris Jaha,	10 75
medical attendance,	5 76
crockery, &c.,	2 67
plowing garden and manure,	9 25
	<hr/>
	\$883 38

The following sum was divided amongst the families and persons as follows:—

Paris Jaha, of Webster,	\$194 31
Rhoda Jaha, of Webster,	95 99
Betsey White and Edward Pegan, of Webster,	208 09
Mary Jaha,	73 48

PUBLIC DOCUMENT No. 31.

Commonwealth of Massachusetts.

To His Excellency the Governor, and the Honorable Council.

THE ACCOUNT OF E. S. WHITTEMORE, TREASURER OF THE HERRING POND PLANTATION.

Having been appointed Treasurer of Herring Pond Plantation on the 30th day of March, 1866, in place of Hon. Charles Marston,* who resigned on account of feeble health, I now make report of the condition and state of the finances of the Plantation and receipts of moneys and property from the late Treasurer, through the hands of his son, Hon. George Marston, together with my disbursements during the term of service of six months, from March 30, 1866, to September 30, 1866.

The following property, which I have received, was valued as indicated at the time the same came into my hands:—

1866.

May 1. Received one 7-30 United States Bond,	. \$1,020 60
cash,	500 00
Note of L. T. Sturgis,	422 33
“ “ “	76 54
“ of S. F. Webquish,	15 94
“ S. G. & B. C. Cahoon,	113 16
four shares Falmouth Bank,	400 00

* Deceased, April 15, 1866.

<i>June</i> 4.	Received cash,	\$200 00
<i>July</i> 23.	cash,	130 35
	Note of Geo. Marston on demand,	382 00
		<hr/>
		\$3,260 86

DISBURSEMENTS.

1866.

<i>May</i> 5.	Paid George T. Ockrey for board of Ezra Conet, fourteen weeks,	\$14 00
<i>April</i> 1.	Paid C. B. Hall for book of record,	1 00
10.	for United States revenue stamp on official bond,	1 00
<i>May</i> 14.	Paid John M. Denison, (pauper,)	4 00
	for Revenue stamps on bank stock transfer,	50
<i>June</i> 15.	Paid Paul Crowell, jr., for supplies to F. E. Nickerson, when sick,	4 00
	Cyrenious Hirsch for board of Thos. J. Fletcher, when sick,	20 00
28.	Paid Andrew Pratt for taking care of meeting-house,	5 00
	Sarah N. Thompson for rent of house for school, nine weeks,	90
	Mary E. Carpenter for teaching school nine weeks,	13 50
<i>Aug.</i> 3.	Paid Helen F. Hirsch for teaching school seven weeks,	10 50
8.	Paid Dr. A. J. Runnells for services as physician to July 1, 1866,	30 00
<i>Sept.</i> 22.	Paid John M. Denison, (pauper,)	6 00
22.	My services and expenses as Treasurer six months,	53 00
		<hr/>
		\$163 40

1866.]

PUBLIC DOCUMENT—No. 31.

3

1866.	CONTRA.	CR.
October 1.	By the balance in settlement, \$3,097 46	
	By cash of Commonwealth	
	from School Fund,	20 00
	By cash of Commonwealth	
	from surplus revenue,	86 00
	By income of property to	
	October 1, 1866,	51 50
		<hr/> \$3,204 96

E. S. WHITTEMORE,
Treasurer of Herring Pond Plantation.

SANDWICH, September 29, 1866.

The subscriber, chosen by a majority of the male proprietors of Herring Pond, to examine the accounts of the Treasurer of Herring Pond, hereby certifies that he has examined the foregoing accounts and vouchers to support them, and is satisfied the same are correct.

CYRENIOUS HIRSCH.

SEPTEMBER 29, 1866.

CONDITION OF THE PEOPLE.

The people of Herring Pond are in a good condition of prosperity. Although their fund is small, yet with judicious management, it will continue, as we trust, to be of great practical benefit to them for some years to come.

The fund, and the income of it, are used to help the needy on the Plantation and for other necessary purposes. The Treasurer feels the necessity of using the fund in the most careful manner, since it is so small, in order to perpetuate it as long as possible for their benefit. It is our purpose to consult the best interests of the people here, and they manifest much solicitude in their own affairs. There is a good deal of general intelligence among them, and they exhibit much concern in having their children educated. They have no school-house, and there is no building at the central part of the Plantation which can be rented in which to keep a school; and I would most respectfully suggest the propriety and necessity of the State to make an appropriation of \$500 for the purpose of erecting a school-house on the Plantation. There are at the present time about sixty persons, including proprietors and

their children, residing at Herring Pond, and at other places. There is a sufficient number of children, could they all be gathered into one house, to make a medium-sized school. During the past summer it was considered best to have two schools, although both were small, on account of the long distance between the most remote parts of the Plantation. A school was kept in the southerly part nine weeks, and in the more northerly seven weeks—one being taught by a proprietor's wife, and the other by a daughter of their missionary. The scholars made as good progress in their studies as other children of their ages.

They have a physician who is employed by the year, and he is paid from their fund, (\$60.)

Rev. George Carpenter is the missionary of their own choosing. He is paid \$300 per annum, including the parsonage and buildings connected therewith, which are comfortable and convenient. The salary of the missionary is paid chiefly from the "Williams Fund," so called, drawn from the treasury of Harvard College, and the balance is paid out of their own fund. From the "Williams Fund" they now receive \$216.68 per annum. The missionary is faithful in his duties. Their meeting-house is sufficiently commodious and in good repair. They have regular services each Sabbath in the year, and their meetings are well attended, both by the people of the Plantation and the white people in the immediate vicinity.

There has been a general state of good health among them during the past year, and but one death has occurred. They are both industrious and temperate. Their occupation is jointly that of agriculture and following the sea. They have shown a spirit of patriotism during the late rebellion in giving their sons to the army, one of whom laid his life down on the field. The first colored soldier mustered into the service of the United States was from Herring Pond Plantation.

E. S. WHITTEMORE,
Treasurer of Herring Pond Plantation.

SANDWICH, September 29, 1866.

PUBLIC DOCUMENT No. 32.

Commonwealth of Massachusetts.

To His Excellency the Governor and the Honorable Executive Council.

The subscriber having been chosen Treasurer of the District of Marshpee, under an Act of April 27, 1868, reports to the Governor and Council, agreeably to the provisions of an Act of April 23, 1853, the state of the treasury and affairs of the District.

*District of Marshpee, in account with S. C. HOWLAND,
Treasurer.*

1865.	DR.
<i>October 1.</i>	
To balance due account September 30, 1865, .	\$485 21
paid G. T. Ockery, for roads, . . .	3 82
David Mye, boarding A. Hicks, . . .	4 63
Taggard & Co., school books, . . .	83 88
Elijah Phinney, supplies to poor, . . .	273 21
Charles H. Mingo for B. Alvis, . . .	4 00
Joseph Quippish and others, for roads, .	24 99
Simon W. Keeter, for P. Keeter, . . .	4 91
Lisbon Johnson, on roads, . . .	2 00
Dr. H. McCollum, physician, . . .	4 00
<i>December.</i>	
E. Phinney, supplies for poor, . . .	91 49
J. Coet and others, roads, &c., . . .	59 83

MARSHPEE INDIANS.

[Oct.

paid H. Gardner and others, labor, &c., .	\$62 64
M. Amos, commissions, tax collector, 1861, 1862, 1863, 1864,	45 17
M. Amos, for roads, &c.,	59 71
66.	
ary.	
paid town of Sandwich, for S. Edwards, .	38 68
J. W. Pope, for coffins,	14 00
William H. Simon, roads, and select- men services,	22 95
G. T. Ockery, support of poor, one year,	50 00
S. C. Howland, interest paid E. Phinney, &c.,	88 92
L. W. Nickerson, supplies,	5 00
Daniel Nickerson, supplies,	55 18
H. A. Lovell, work of parsonage house,	6 80
Grofton Pocknet, roads,	67
E. W. Pocknet, service as constable, .	3 00
J. B. Baxter, old account of labor, .	3 50
Lewis Baker,	18 45
S. E. Alvis, for school,	6 25
W. H. Simon, on road,	1 75
H. H. Luce, school teacher, S. District,	77 00
J. C. Robinson, supplies for poor, .	177 88
G. D. Pearce, treasury order given in 1862,	4 00
N. S. Pocknet, selectmen services, &c.,	18 15
S. Attaquin, miscellaneous,	2 65
J. Coet, roads,	1 00
J. Tobias, roads,	90
E. W. Pocknet, services as clerk, &c., .	7 50
J. W. Rider, paint bill,	13 21
S. Bourne, error in marsh account, 1864,	4 13
M. Amos, expenses to Boston and remit- tance of taxes,	17 87
M. Amos, tax commission for 1865, .	21 49
J. Ames, coffin for Pompey's child, .	6 37
J. Tobias, sexton services,	10 00
William Holland, board teacher, South District,	63 00

1866.]

PUBLIC DOCUMENT—No. 32.

3

To paid E. DeGrass, chopping wood, . . .	\$6 00
S. Attaquin, for land, &c., . . .	26 00
C. C. Bearse, lumber, . . .	7 38
H. E. McCollum, physician, . . .	2 00
J. E. Wood, teacher North District and board, . . .	140 00
H. E. McCollum, physician, . . .	3 00
Wm. H. Simon, abatement of tax, 1864, . . .	3 51
E. Howland, rent, . . .	10 00
M. P. Jones, school teacher, S. District, . . .	25 00
J. Tobias, jr., labor for Wm. Holland, . . .	2 50
Dr. McCollum to N. Keeter, . . .	3 00
A. A. Chesbro, school teacher, N. District, . . .	66 50
J. E. Wood, boarding teacher, N. District, . . .	57 00
J. Tobias, jr., O. A. Coombs, M. Amos and T. Pocknet, each \$125 towards road, . . .	500 00
H. E. McCollum to A. Hicks and E. Low, . . .	15 00

September 30.

To paid my services as Treasurer for one year, . . .	80 00
	<hr/>
	\$2,740 68

1865.	CONTRA.	CR.
<i>December.</i>		
By cash of S. Attaquin, . . .		\$4 50
of M. Amos, expenses of M. Pocknet, . . .		16 40
of L. Johnson, for marsh, . . .		2 25

1866.		
By cash of S. H. Fessenden, trout lease, . . .		400 00
of M. Amos, expenses of M. Pocknet, . . .		1 20
of M. Amos, balance tax list of 1864, . . .		32 05
of William H. Simon, marsh, . . .		5 00
of G. T. Ockery, old note, . . .		25 00
of T. Howland, pickerel permits, . . .		15 00
of M. Amos, balance tax, 1865, . . .		310 88
of S. E. Alvis, for marsh, 1865, . . .		75

By cash of S. E. Alvis, for marsh, 1866,	\$1 75	
of D. Quippish, for marsh, 1865,	2 00	
of S. Keeter, B. Hicks, M. Pocknet and William H. Simon, marsh, 1866, . . .	6 20	
of N. S. Pocknet, burial ex- penses,	5 65	
of R. Crocker, fishing, . . .	5 00	
of Z. Doty, wood,	2 25	
collected on several old marsh accounts,	22 54	
of State treasurer for schools,	825 00	
of C. G. Lowell, trout, Quashnet River,	5 00	
of O. M. Holmes, lease, Bourne Mill Pond,	50 00	
of State treasurer, school, . .	75 00	
of State treasurer, pauper ac- count, 1865,	283 40	
of State treasurer, towards 1866,	100 00	
of State treasurer, on account of road,	500 00	
of Marshpee B. & B. Manufac- turing Co.,	84 00	
balance to new account,	459 86	
	<hr/>	\$2,740 68

S. C. HOWLAND, *Treasurer.*

SOUTH SANDWICH, September 30, 1866.

We, the Selectmen of the District of Marshpee, hereby certify that we have examined the foregoing account of the Treasurer, and the vouchers supporting the same, and are satisfied that it is correct, and hereby declare our approval of the same.

WALTER R. MINGO,
MATTHIAS AMOS,
Selectmen of Marshpee.

MARSHPEE, October 1, 1866.

By the Act of 1858 the Treasurer is to report on the state of the treasury and "affairs" of the District. The state of the treasury is seen by the foregoing account, and as to what report is expected of the "affairs" of the District, over which the Treasurer has no control, does not seem to be well defined, and I think if such reports are to be made that some legislation is necessary to determine what is to be done. I see by the Auditor's Report of 1866, (page 25,) there is said to be a "Marshpee Indian Fund in the hands of their Treasurer of \$6,000." No such fund is known to me. In 1853, the office of Commissioner of Marshpee was abolished, and on referring to the Treasurer's Report for 1854 I see that there was in the treasury \$5,045, and in 1864 it appears there was due the treasurer \$326, showing that the District had spent more than \$500 yearly above their other resources.

Soon after I was chosen Treasurer, I called this matter to the attention of the selectmen, and urged them and others to use their best ability to correct this state of affairs, and I think something has been done to increase their resources and lessen their disbursements; and if the same can be continued I think future reports will show a better condition of their treasury.

During the past year, the county commissioners ordered the working of the "Old Barnstable Road" from Cotuit River to Falmouth line, a distance of 1,540 rods. The same was sold at auction at a cost of more than \$1,800; about three-fourths has been worked, and the balance is being done. Last year the District petitioned the legislature for \$1,000 towards this matter, and had an appropriation of \$500, which has been received by me and paid over to the contractors; and I see no way for the District to meet the balance, only by further aid from the State, and I trust that the legislature will make them another appropriation the coming winter.

In 1861, the valuation of real estate, held in severalty, appears to have been \$67,055, and personal, \$3,598. By the assessors' books for 1866, the valuation is \$58,610 real, and \$3,175 personal. On this they assess a tax for \$350, and the rate is 50 cents on \$100, and a poll tax of 90 cents on each of the 65 polls in the District. The real estate held in common in 1861, was valued at \$14,702, and probably is of that value now, if not something more, as I think the yearly growth has

not been cut off of the common lands since said date, while on the land in severalty probably more than the yearly growth has been cut.

The District maintains two schools. Perhaps I cannot better report their condition than to copy from the report of the school committee for the year ending April, 1866.

NORTH DISTRICT.

The summer term was taught by Miss S. M. Andrews. She having taught this school with good success the previous season, the most sanguine hopes were entertained for this term, but, without detracting in the least from her merits as a teacher, we are compelled to say, perhaps from causes above her control, the school was less prosperous than we had expected.

The winter term was taught by our missionary, Rev. J. E. Wood, who labored earnestly and successfully for the improvement of the school. In respect to punctuality of attendance, circumspect deportment, interest in study, and all the essentials which should enter into the education and training of the young, we believe the last winter's term has not been exceeded.

SOUTH DISTRICT.

The summer term was taught by Miss O. Bearse, with fair success. The meagre attendance in this district is, of itself, sufficient reason why great results were not achieved. The winter term was taught by Mr. H. H. Luce, who came well recommended from previous successful experience in teaching. He succeeded in awakening a good degree of interest, and considerable improvement was realized. Mr. L. finished his labors, rewarded by assurances of the satisfaction of the entire district. The total expense of the two schools for the past year appears to have been as follows:—

Summer school, North District, including books,	.	.	.	.	.	.	.	.	\$141 37
Winter " " " " " " " "	.	.	.	.	.	.	.	.	179 70
Summer school, South " " " " " "	.	.	.	.	.	.	.	.	80 75
Winter " " " " " " " "	.	.	.	.	.	.	.	.	140 00
Total, . . . . .	.	.	.	.	.	.	.	.	<u>\$541 82</u>

Four hundred dollars of this sum is received from the State, and the balance is raised by the District. In concluding their report the school committee say:—

“ While enjoying the liberal aid of the Commonwealth in maintaining our schools, we feel that we cannot too earnestly urge upon parents the importance of using their utmost endeavors to secure the constant attendance of their children. From the advantages now enjoyed, we expect much ; and if there can be suitable co-operation of parents and others we hope, ere long, to reach that standard which shall not only reward us, but satisfy the Board of Education, that the liberality of the Commonwealth has been well bestowed.”

Rev. J. E. Wood continues with them as their missionary, with general satisfaction, and appears to be not only interested in their spiritual, moral and social welfare, but takes an active part in their secular affairs ; and seeing the need of employment by many of the District, by assisting them to enterprise and industry, having, by his influence, originated a company which has commenced operations towards erecting a basket and broom manufactory on one of their small streams, which, if successful, will give what is much needed, employment to many who otherwise could not be employed in the District, and so serve as a material help to some that might otherwise have to rely on the District for aid.

The District has several valuable streams, and probably were it not for the entailment of their land prohibiting the sale to other than a proprietor, probably some of them, ere now, would have had manufactories on them, and made employment for them.

Whether this entailment is a benefit to them is a query in my mind, and I leave it for others to comment on, believing, as long as it exists, not much can be done by way of enterprise among them on account of lack of capital necessary for business transactions.

Respectfully submitted.

S. C. HOWLAND, *Treasurer.*

SOUTH SANDWICH, September 30, 1866.

PUBLIC DOCUMENT No. 33.

Commonwealth of Massachusetts.

The Account of John W. Bacon, Guardian of the Natick Indians, rendered to His Excellency the Governor and to the Honorable Council, for the year ending Sept. 30, 1866.

The said Guardian charges himself with the balance remaining in his hands on settlement of his last annual account, for the year ending September 30, 1865, \$1,036 22
And interest for one year, 62 17

\$1,098 39

And asks to be allowed for the following sums of money expended for the use of said Indians, and for his charges :—
1865.

Dec. 13. Paid James H. Dudley, for goods furnished for Patty Jefferson, . \$25 00
14. Paid John Parker, for rent of house for use of Patty Jefferson, 11 67

PUBLIC DOCUMENT No. 34.

Commonwealth of Massachusetts.

*To His Excellency the Governor of the Commonwealth of
Massachusetts, and the Honorable Council.*

The undersigned, Guardian of the Troy Indians, respectfully presents the following Report for the year ending the 30th day of September, 1866.

The number of the tribe, as far as can be ascertained, remains about the same as at the date of my last Report, viz.: about eighty. There has been one birth—Sarah L. Crank, daughter of Thomas and Julia Crank; and none have died during the year.

Six families, numbering twenty-three persons, reside on the Indian lands, two families in Fall River, not on the Indian lands, two in Swanzey, Mass., and two in Providence, R. I.

James Crank, a member of the tribe, partially insane, is at the State Almshouse, Bridgewater, and William H. Gardner, aged 13 years, at the State Reform School, Westborough.

Eight of the children living on the Indian lands attend the public school of the city, and make good progress in their studies.

The expenditures for the year ending December 31, 1865, were as follows, viz.:

For supplies, provisions, clothing, physician's	
bills, and other incidental charges, . . .	\$648 30
Salary of Guardian for year 1865, . . .	100 00
	<hr/>
	\$748 30
Received from State Treasurer, . . .	\$723 30
“ from rent of land, . . .	25 00
	<hr/>
	\$748 30

Respectfully submitted.

B. F. WINSLOW, *Guardian*.

FALL RIVER, October 1st, 1866.

ANNUAL REPORT

OF THE

SALE OF SPIRITUOUS LIQUORS

BY THE

STATE COMMISSIONER.

SEPTEMBER 30, 1866.

B O S T O N :
WRIGHT & POTTER, STATE PRINTERS,
No. 4 SPRING LANE.
1867.

Commonwealth of Massachusetts.

To Hon. OLIVER WARNER, *Secretary of State.*

I herewith submit to you my Seventh Annual Report, from October 1st, 1865, to July 10th, 1866, in accordance with General Statutes, chapter 86, section 8.

Annexed will be found a detailed statement of sales to the several cities and towns, with the aggregate sales, expenses and profits to the Commissioner; also, a list of cities and towns that have not purchased of me during the year.

EDWARD F. PORTER,
(*Late*) *Commissioner.*

Boston, October 12th, 1866.

DETAILED ACCOUNT OF SALES

BY COMMISSIONER TO CITIES AND TOWNS IN THE COMMONWEALTH, FROM OCTOBER 1, 1865, to JULY 10, 1866, WITH EXPENSE OF ANALYZATION, AND A COMMISSION OF FIVE PER CENT. UPON ACTUAL COST.

ABINGTON, *J. D. Wormell*, Agent.—40 gals. alcohol, \$178.10; 8 doz. ale and porter, 31.90; 10 gals. brandy, 69.00; 20 gals. gin, 93.00; 130 gals. Medford and N. E. rum, 315.58; 66 gals. whiskey, 237.50; 6 gals. wine, 26.00; analyzation, &c., 11.56; commission, 62.09, \$1,024 73

ACTON, *James Tuttle*, Agent.—6 doz. ale and porter, \$21.75; analyzation, &c., 0.22; commission, 1.09; total, 23.06.—*D. J. Wetherbee*, Agent.—5 gals. alcohol, 21.90; 10 gals. Holland gin, 48.50; 84 gals. Medford and N. E. rum, 205.04; 15 gals. whiskey, 52.50; analyzation, &c., 5.73; commission, 18.51; total, 352.18, 375 24

ADAMS, (*South*,) *W. H. Wilkinson*, Agent.—2 doz. ale and porter, \$8.50; 44½ gals. brandy, 166 87; 20 gals. Holland gin, 97.00; 15 gals. St. Croix rum, 75.00; 41½ gals. whiskey, 134.87; 15 gals. wine, 60.00; analyzation, &c., 14.32; commission, 34.08; total, 590.64.—(*North*,) *W. H. Griswold*, Agent.—20 gals. St. Croix rum, 100.00; 22 gals. whiskey, 88.00; analyzation, &c., 4.68; commission, 12.22; total, 204.90.—*Benj. G. Olds*, Agent.—8 doz. ale and porter, 29.75; 4 cases cordials, 48.00; 65 gals. Medford and N. E. rum, 161.50; 22 gals. whiskey, 77.00; analyzation, &c., 7.97; commission, 18.28; total, 342.50, . 1,138 04

AMESBURY, *A. Sawyer*, Agent.—10 gals. alcohol, \$44.36; 2 gals. brandy, 14.00; 9 gals. Holland gin, 39.85; 250½ gals. Medford and N. E. rum, 551.42; 228 gals. whiskey, 644.23; analyzation, &c., 12.92; commission, 69.13, 1,375 91

AMHERST, *Samuel K. Orr*, Agent.—5 gals. Medford and N. E. rum, \$11.75; 2 gals. whiskey, 6.00; analyzation, &c., 2.58; commission, 1.52, 21 85

ANDOVER, *H. W. Abbott*, Agent.—39 gals. alcohol, \$171.60; 6 doz. ale and porter, 21.75; 22 gals. brandy, 165.00; 60 gals. Hol-

land gin, 270.00; 128½ gals. Medford and N. E. rum, 408.83;
164½ gals. whiskey, 591.87; 18 gals. wine, 69.50; analyzation,
&c., 17.00; commission, 95.94, \$1,810 99

ASHBURNHAM, *M. B. Lane*, Agent.—40½ gals. alcohol, \$177.39;
2 gals. brandy, 20.50; 4 cases cider, 17.00; 10 gals. Holland
gin, 48.00; analyzation, &c., 7.33; commission, 15.30, . . . 285 52

ASHBY, *F. Tinker*, Agent.—15 gals. alcohol, \$68.25; 1 doz. ale
and porter, 4.00; 2 gals. brandy, 18.00; 2 gals. Holland gin,
9.50; 10 gals. whiskey, 86.25; 5 gals. wine, 19.50; analyzation,
&c., 9.06; commission, 12.20, 176 76

ASHLAND, *O. P. Jones*, Agent.—18 gals. alcohol, \$79.50; 2½ doz.
ale and porter, 9.63; 8 gals. brandy, 22.00; 10 gals. Holland
gin, 47.80; 51 gals. Medford and N. E. rum, 122.02; 23 gals.
whiskey, 86.25; 3 gals. wine, 14.00; analyzation, &c., 5.21;
commission, 28.93; total, 415.34.—*B. B. Proctor*, Agent.—
15 gals. alcohol, 65.70; 1 doz. ale and porter, 2.63; 1 gal.
brandy, 10.50; 20 gals. Medford and N. E. rum, 50.00; 6 gals.
whiskey, 22.50; analyzation, &c., 1.92; commission, 11.47;
total, 164.72, 580 06

ATHOL, *S. E. Fay*, Agent.—6 doz. ale and porter, \$21.75; 5 gals.
brandy, 20.00; 10 gals. Holland gin, 45.00; 10 gals. whiskey,
40.00; analyzation, &c., 3.32; commission, 9.19; total, 139.26.
—*G. W. Black*, Agent.—15 gals. alcohol, 66.80; 8 doz.
ale and porter, 12.05; 7 gals. brandy, 86.75; 15 gals. Holland
gin, 71.00; 40 gals. Medford and N. E. rum, 98.80; 5 gals.
whiskey, 17.50; analyzation, &c., 8.87; commission, 23.33; total,
334.60.—*L. K. Sprague*, Agent.—25 gals. alcohol, 116.25; 2
doz. ale and porter, 8.50; 15 gals. brandy, 85.00; 20 gals. Hol-
land gin, 95.00; 43½ Medford and N. E. rum, 104.40; 15 gals.
whiskey, 52.50; 2 gals. wine, 8.00; analyzation, &c., 14.69;
commission, 32.32; total 516.66, 990 52

AUBURN, *A. Knowlton*, Agent.—2 gals. brandy, \$20.00; 5 gals. Hol-
land gin, 24.25; 85 gals. Medford and N. E. rum, 208.45; 15
gals. whiskey, 52.50; analyzation, &c., 6.45; commission, 16.75, 328 40

ATTLEBOROUGH, *C. J. Thompson*, Agent.—40 gals. Medford and
N. E. rum, \$95.00; 40 gals. whiskey, 106.00; 2 gals. wine,
12.00; analyzation, &c., 2.13; commission, 16.14; total, 231.27.
—*George C. Howard*, Agent.—1 gal. brandy, 12.00; 2 gals.
Holland gin, 9.50; 10 gals. Medford and N. E. rum, 25.00; 2
gals. whiskey, 11.00; 1 gal. wine, 4.50; analyzation, &c., 5.77;
commission, 5.08; total, 72.85, 304 12

BARNSTABLE, *S. N. Howland*, Agent.—2 gals. brandy, \$18.00; 2
gals. St. Croix rum, 10.50; 60 gals. Medford and N. E. rum,

146.30; 5 gals. whiskey, 17.50; 3 gals. wine, 8.75; analyzation, &c., 2.02; commission, 15.17; total, 218.24.—*A. C. Hallett*, Agent.—10 gals. alcohol, 46.50; 10 gals. Holland gin, 48.50; 169 gals. Medford and N. E. rum, 408.29; 70 gals. whiskey, 292.50; analyzation, &c., 9.98; commission, 50.04; total, 855.81, \$1,074 05

BARRE, E. B. Shattuck, Agent.—82½ gals. alcohol, \$381.55; 5 gals. brandy, 50.00; 42 gals. Holland gin, 203.70; 123½ gals. Medford and N. E. rum, 299.78; 60 gals. whiskey, 214.37; analyzation, &c., 15.79; commission, 64.71; total, 1,229.90.—*Daniel Cummings*, Agent.—41½ gals. alcohol, 181.77; 2 doz. ale and porter, 7.25; 5 gals. brandy, 45.00; 43½ gals. Medford and N. E. rum, 108.75; 39 gals. whiskey, 165.75; analyzation, &c., 7.49; commission, 27.15; total, 543.16 1,773 06

BECKET, L. C. Robbins, Agent.—20 gals. alcohol, \$87.60; 2 gals. brandy, 18.00; 20 gals. St. Croix rum, 100.00; 10 gals. Medford and N. E. rum, 25.00; 2 gals. wine, 10.00; analyzation, &c., 10.56; commission, 18.84; total, 270.00.—(*North*,) *M. E. Ballou*, Agent.—10 gals. alcohol, 44.50; 15 gals. brandy, 48.75; 15 gals. Holland gin, 68.75; 10 gals. St. Croix rum, 82 gals. Medford and N. E. rum, 184.50; 10 gals. whiskey, 47.50; analyzation, &c., 9.49; commission, 28.96, total, 477.45, 697 45

BEDFORD, N. P. Watts, Agent.—1 gal. alcohol, \$4.55; 1 gal. brandy, 12.00; 1 gal. Holland gin, 4.75; 20 gals. Medford and N. E. rum, 48.40; 6 gals. whiskey, 24.00; analyzation, &c., 0.95; commission, 7.08, 101 73

BELCHERTOWN, E. Montague, Agent.—10 gals. alcohol, \$44.00; 6 doz. ale and porter, 25.50; 84½ gals. brandy, 805.37; 20 gals. Holland gin, 55.00; 10 gals. St. Croix rum, 52.50; 41½ gals. Medford and N. E. rum, 99.60; 21½ gals. whiskey, 112.88; analyzation, &c., 13.85; commission, 40.06, 748 76

BELLINGHAM, Jas. P. Thayer, Agent.—8 gals. alcohol, \$36.16; 6 gals. Holland gin, 28.40; 5 gals. Medford and N. E. rum, 11.75; 29 gals. whiskey, 106.95; analyzation, &c., 1.82; commission, 13.96, 199 04

BELMONT, A. A. Adams, Agent.—1 gal. alcohol, \$4.00; 1 gal. brandy, 9.50; 9 gals. Holland gin, 43.05; 12 gals. Medford and N. E. rum, 28.82; 10 gals. whiskey, 40.00; analyzation, &c., 1.26; commission, 9.42; total, 136.45.—*F. E. Yates*, Agent.—½ gal. alcohol, 2.28; 1 gal. Medford and N. E. rum, 2.50; 2 gals. whiskey, 11.00; analyzation, &c., 0.16; commission, 1.19; total, 17.13, 153 58

- BERKLEY, D. S. Briggs, Agent.**—15 gals Medford and N. E. rum, \$36.15; 2 gals. whiskey, 7.00; analyzation, &c., 1.33; commission, 3.33, \$47 81
- BERLIN, R. Smith, Agent.**—2 gals. alcohol, \$8.76; 4 gals. Holland gin, 18.50; 24 gals Medford and N. E. rum, 59.65; 11 gals. whiskey, 39.50; analyzation, &c., 1.27; commission, 9.55; total, 137.23.—*Lemuel Gott, Agent.*—2 gals. brandy, 7.00; 30 gals. Medford and N. E. rum, 67.50; 4 gals. whiskey, 14.00; analyzation, &c., 0.89; commission, 6.69; total, 96.08, 233 31
- BEVERLY, H. R. Lovett, Agent.**—15 gals. brandy, \$135.00; 15 gals. Holland gin, 71.75; 10 gals. Medford and N. E. rum, 24.00; 20 gals. whiskey, 62.25; 5 gals. wine, 25.00; analyzation, &c., 3.18; commission, 24.07; total, 345.25.—*Luther West, Agent.*—10 gals. alcohol, 43.80; 5 doz. ale and porter, 17.13; 2 gals. brandy, 18.00; 5 gals. Holland gin, 22.50; 15 gals. Medford and N. E. rum, 37.50; 10 gals. 1 case whiskey, 50.00; 4 gals. wine, 18.00; analyzation, &c., 12.53; commission, 16.43; total, 235.89, 581 14
- BILLERICA, O. M. Blodgett, Agent.**—10 gals. alcohol, \$45.15; 6 gals. brandy, 56.00; 5 gals. Holland gin, 24.25; 90 gals. Medford and N. E. rum, 218.20; 45 gals. whiskey, 166.25; 11 gals. wine, 39.00; analyzation, &c., 5.61; commission, 41.51, 595 97
- BLACKSTONE, Geo. E. Bullard, Agent.**—5 gals. alcohol, \$21.90; 6 doz. ale and porter, 16.88; 1 gal. brandy, 7.00; 2 gals. Holland gin, 8.00; 5 gals. Medford and N. E. rum, 12.50; 5 gals. whiskey, 15.00; 2 gals. wine, 6.50; analyzation, &c., 0.81; commission, 6.48; total, 95.07.—*John Cady, Agent.*—3 gals. brandy, 19.00; 2 gals. St. Croix rum, 10.50; analyzation, &c., 0.89; commission, 2.27; total, 32.66, 127 73
- BOLTON, Luther W. Houghton, Agent.**—6 gals. alcohol, \$26.61; 2 gals. Holland gin, 8.65; analyzation, &c., 0.35; commission, 2.65, 38 26
- BOXBOROUGH, O. Wetherbee, Agent.**—3 gals. alcohol, \$13.14; 1 gal. brandy, 12.00; 3 gals. whiskey, 15.00; analyzation, &c., 0.40; commission, 3.03, 43 57
- BOSTON, George H. Plummer, Sub-Agent.**—2 gals. alcohol, \$8.76; 56 gals. 1 case brandy, 354.25; 6 cases cider, 25.50; 2 baskets champagne, 50.70; 10 gals. cherry and pure juice, 37.50; 1 case cordials, 10.50; 20 gals. Holland gin, 95.00; 6 gals. bay rum, 22.30; 3 gals. St. Croix rum, 15.75; 374 gals. whiskey,

1,274.21; 212 $\frac{1}{4}$ gals. wine, 626.73; analyzation, &c., 24.72; commission, 133.71; total, 2,679.63.—*Frank E. Porter*, Sub-Agent.—26 $\frac{1}{8}$ gals. alcohol, 121.45; 1 $\frac{1}{4}$ doz. ale and porter, 4.99; 5 gals. brandy, 40.50; 6 bottles champagne, 6.00; $\frac{1}{2}$ case cordials, 4.70; 5 $\frac{2}{3}$ gals. Holland gin, 22.18; $\frac{3}{4}$ gals. bay rum, 1.54; 4 gals. Medford and N. E. rum, 10.00; 28 $\frac{2}{3}$ gals. whiskey, 102.95; 20 $\frac{1}{8}$ gals. wine, 60.64; analyzation, &c., 9.73; commission, 28.70; total, 413.38, \$3,093 01

BOXFORD, *Peter Strout*, Agent.—1 gal. brandy, \$9.00; 2 gals. Holland gin, 9.70; 10 gals. Medford and N. E. rum, 24.00; 4 gals. whiskey, 19.00; analyzation, &c., 0.61; commission, 4.67, 66 98

BRADFORD, *B. G. Perry*, Agent.—18 gals alcohol, \$79.50; 8 gals. brandy, 76.00; 27 gals. Holland gin, 117.40; 1 gal. bay rum, 3 85; 305 $\frac{1}{2}$ Medford and N. E. rum, 748.41; 166 $\frac{1}{2}$ gals. whiskey, 547.29; 3 gals. wine, 7.95; analyzation, &c., 19.91; commission, 87.28, 1,687 54

BRAINTREE, *C. C. Fogg*, Agent. — 3 gals. alcohol, \$13.75; 1 gal. brandy, 12.00; 2 gals. Holland gin, 9.70; 20 gals. Medford and N. E. rum, 48.15; 9 gals. whiskey, 46.25; 3 gals. wine 15.33; analyzation, &c., 1.46; commission, 10.98, 157 62

BREWSTER, *B. Foster*, Agent.—1 gal. brandy, \$9.00; 6 gals. Holland gin, 28.80; 2 gals. St. Croix rum, 10.25; 90 gals. Medford and N. E. rum, 219.60; 65 gals. whiskey, 232.50; analyzation, &c., 8.60; commission, 38.10, 546 85

BRIDGEWATER, *S. Hawes*, Agent.—6 gals. alcohol, \$28.00; 2 gals. brandy, 24.00; 2 gals. Holland gin, 9.50; 107 $\frac{1}{2}$ Medford and N. E. rum, 263.71; 10 gals. whiskey, 52.50; 3 gals. wine, 10.70; analyzation, &c., 3.88; commission, 23.94, 416 23

BRIMFIELD, *C. Solander*, Agent.—2 doz. ale and porter, \$8.50; 42 $\frac{1}{2}$ Medford and N. E. rum, 99.88; 41 $\frac{1}{2}$ gals. whiskey, 114.83; analyzation, &c., 3.72; commission, 11.54; total, 237.77.—*E. Livermore*, Agent.—15 gals. alcohol, 68.25; 7 doz. ale and porter, 25.38; analyzation, &c., 3.49; commission, 6.63; total, 103.75, 841 52

BROOKLINE, *G. W. Bird*, Agent.—1 gal. brandy, \$8.00; 2 gals. cherry and pure juice, 7.75; 5 gals. Holland gin, 21.40; 1 gal. Jamaica rum, 6.50; 6 gals. Medford and N. E. rum, 14.85; 18 gals. whiskey, 63.50; 5 gals. wine, 17.75; analyzation, &c., 1.40; commission, 10.55, 151 70

BURLINGTON, S. Sewall, Jr., Agent.— $\frac{1}{2}$ gal. alcohol, \$2.23; 2 gals. Medford and N. E. rum, 4.70; 2 gals. whiskey, 6.75; analyzation, &c., 0.13; commission, 1.03, \$14 84

CANTON, G. F. Capen, Agent.—5 gals. alcohol, \$22.00; 5 gals. brandy, 45.00; 7 gals. Holland gin, 33.55; 128 $\frac{1}{2}$ Medford and N. E. rum, 312.50; 14 gals. whiskey, 65.25; analyzation, &c., 4.79; commission, 28.80, 511 89

CARVER, Robert W. Andrews, Agent.—4 gals. alcohol, \$17.60; 2 gals. brandy, 20.00; 5 gals. Holland gin, 24.25; 85 gals. Medford and N. E. rum, 205.27; 30 gals. whiskey, 117.50; 2 gals. wine, 10.00; analyzation, &c., 7.50; commission, 24.91, . . . 427 08

CHARLTON, R. Wallin, Agent.—41 $\frac{1}{2}$ gals. alcohol, \$182.60; 5 gals. brandy, 18.75; 5 gals. Holland gin, 24.25; 125 $\frac{1}{2}$ gals. Medford and N. E. rum, 303.68; 20 gals. whiskey, 75.00; 2 gals. wine, 9.00; analyzation, &c., 7.64; commission, 34.29; total, 655.21.
—*David F. Craig, Agent.*—6 doz. ale and porter, 22.50; 2 gals. brandy, 13.00; 45 gals. Holland gin, 132.50; 42 $\frac{1}{2}$ gals. Medford and N. E. rum, 106.25; 40 gals. whiskey, 140.00; 5 wine, 13.75; analyzation, &c., 8.08; commission, 23.12; total, 459.20, 1,114 41

CHATHAM, P. Harding, Agent.—5 gals. alcohol, \$23.00; 4 gals. brandy, 25.00; 6 gals. Holland gin, 27.75; 2 gals. St. Croix rum, 10.50; 42 $\frac{1}{2}$ gals. Medford and N. E. rum, 104.12; 21 gals. whiskey, 74.25; 3 gals. wine, 7.95; analyzation, &c., 5.18; commission, 18.20, 295 95

CHARLEMONT, W. E. Niles, Agent.—5 gals. alcohol, \$22.75; 10 gals. brandy, 32.50; 5 gals. Holland gin, 24.25; 5 gals. whiskey, 20.00; analyzation, &c., 5.25; commission, 7.84, . . . 112 59

CHARLESTOWN, W. B. Morse, Agent.—10 gals. alcohol, \$45.00; $\frac{1}{2}$ doz ale and porter, 1.34; 3 gals. brandy, 24.00; 7 gals. Holland gin, 32.80; 8 gals. Medford and N. E. rum, 20.00; 5 gals. wine, 20.50; analyzation, &c., 1.45; commission, 10.88, . . . 155 97

CHELMSFORD, (North,) N. B. Edwards, Agent.—40 $\frac{1}{2}$ gals. alcohol, \$178.20; 2 doz. ale and porter, 8.00; 4 gals. brandy, 36.00; 10 gals. Holland gin, 45.00; 8 gals. whiskey, 26.00; analyzation, 3.43; commission, 17.73, 314 36

CHESHIRE, H. H. Jenks, Agent.—5 gals. alcohol, \$23.25; 1 gal. brandy, 10.00; 5 gals. Holland gin, 23.25; 5 gals. St. Croix rum, 25.00; 10 gals. Medford and N. E. rum, 23.50; 5 gals.

whiskey, 20.00; analyzation, &c., 8.45; commission, 10.01; total, 143.46.—*A. G. Bliss*, Agent.—10 gals. alcohol, 43.80; 10 gals. Holland gin, 46.25; 5 gals. Medford and N. E. rum, 12.50; 10 gals. whiskey, 37.50; analyzation, &c., 8.45; commission, 11.12; total, 159.62, \$303 08

CHESTER, *Nathan Root*, Agent.—10 gals. alcohol, \$43.80; 10 gals. Holland gin, 48.50; analyzation, &c., 0.93; commission, 6.98, . 100 21

CHICOPEE, *E. T. Paige*, Agent.—84 gals. alcohol, \$386.80; 20 gals. brandy, 180.00; 30 gals. Holland gin, 141.50; 10 gals. St. Croix rum, 52.50; 45 gals. Medford and N. E. rum, 109.35; 299½ gals. whiskey, 806.62; analyzation, &c., 26.16; commission, 90.15, . 1,792 58

CHILMARK, *M. Vincent*, Agent.—5 gals. Holland gin, \$24.25; 10 gals. Medford and N. E. rum, 24.00; analyzation, &c., 2.93; commission, 3.84, 55 02

CLINTON, *A. A. Burdett*, Agent.—39½ gals. alcohol, \$173.80; 12 doz. ale and porter, 51.00; 2 gals. brandy, 20.00; 20 gals. Holland gin, 97.00; 167½ gals. Medford and N. E. rum, 395.55; 40 gals. whiskey, 192.50; 5 gals. wine, 20.00; analyzation, &c., 13.55; commission, 56.58, 1,019 93

COHASSET, *P. Bates*, Agent.—2 doz. ale and porter, \$8.50; 2 gals. brandy, 18.00; 5 gals. Holland gin, 23.25; 87 gals. Medford and N. E. rum, 208.70; 10 gals. whiskey, 35.00; 9 gals. wine, 38.50; analyzation, &c, 3.33; commission, 19.85; total, 355.13.—*Charles A. Gross*, Agent.—1 case cider, 4.25; 5 gals. whiskey, 18.75; analyzation, &c., 1.48; commission, 1.62; total, 26.10, 381 23

COLRAIN, *H. Smith*, Agent.—5 gals. Holland gin, \$23.75; 51½ gals. Medford and N. E. rum, 124.65; 10 gals. whiskey, 37.50; analyzation, &c., 6.61; commission, 11.88, 204 39

CONCORD, *Geo. B. Davis*, Agent.—5 gals. alcohol, \$22.00; 3 gals. brandy, 32.00; 6 gals. Holland gin, 28.50; 15 gals. Medford and N. E. rum, 36.00; 6 gals. whiskey, 29.50; 2 gals. wine, 9.00; analyzation, 4.38; commission, 12.05; total, 173.43.—*H. H. Buttrick*, Agent.—5 gals. alcohol, 21.90; 2 gals. brandy, 21.00; 2 gals. Holland gin, 9.50; 5 gals. Medford and N. E. rum, 12.50; 2 gals. whiskey, 7.50; analyzation, &c., 0.73; commission, 5.47; total, 78.60, 252 03

CONWAY, *E. C. Foote*, Agent.—5 gals. alcohol, \$22.00; 1 gal. brandy, 10.50; 5 gals. St. Croix rum, 25.00; 2 gals. wine, 9.00; analyzation, &c., 4.25; commission, 5.29, 76 04

DALTON, *C. W. Mitchell*, Agent.—5 gals. brandy, \$18.75; 20 gals. Holland gin, 93.50; 20 gals. St. Croix rum, 101.25; 44½ gals. Medford and N. E. rum, 108.14; 20 gals. whiskey, 92.50; 3 gals. wine, 15.00; analyzation, &c., 10.89; commission, 30.26, . \$470 29

DANVERS, *Levi Merrill*, Agent.—52 gals. Holland gin, \$163.00; 127½ gals. Medford and N. E. rum, 308.48; 63½ gals. whiskey, 227.75; analyzation, &c., 8.55; commission, 31.61, . . . 744 39

DANA, (*North*,) *A. Doubleday*, Agent.—10 gals. alcohol, \$46.50; 5 gals. brandy, 18.75; 10 gals. Holland gin, 48.50; 15 gals. Medford and N. E. rum, 36.75; 32½ gals. whiskey, 114.37; analyzation, &c., 9.70; commission, 17.69, 292 26

DEDHAM, *H. Smith*, Agent.—15 gals. alcohol, \$68.25; 6 gals. brandy, 67.25; 14 gals. Holland gin, 67.10; 60 gals. Medford and N. E. rum, 145.40; 70 gals. whiskey, 302.00; 12 gals. wine, 58.00; analyzation, &c., 7.10; commission, 54.19, 769 29

DEERFIELD, *B. Z. Stebbins*, Agent.—10 gals. alcohol, \$44.15; 10 gals. brandy, 36.25; 2 cases whiskey, 21.00; analyzation, &c., 6.12; commission, 8.05, 115 57

DENNIS, (*South*,) *J. Bangs*, Agent.—5 gals. Holland gin, \$24.25; 60 gals. Medford and N. E. rum, 143.60; 10 gals. whiskey, 37.50; analyzation, &c., 2.31; commission, 15.56; total, 223.22.
—*F. Nickerson*, Agent.—2 gals. brandy, 18.00; 5 gals. Holland gin, 22.50; 20 gals. Medford and N. E. rum, 50.00; 10 gals. whiskey, 40.00; analyzation, &c., 1.30; commission, 9.88; total, 141.68, 364 90

DIGHTON, *C. W. Turner*, Agent.—2 gals. Holland gin, \$9.00; 15 gals. Medford and N. E. rum, 87.50; 2 gals. whiskey, 7.50; analyzation, &c., 0.55; commission, 4.07; total, 58.62.—
Charles Simmons, Agent.—4 gals. alcohol, 17.70; 2 gals. brandy, 18.00; 47 gals. gin, 150.20; 2 gals. St. Croix rum, 10.50; 95 gals. Medford and N. E. rum, 227.80; 15 gals. whiskey, 67.50; 6 gals. wine, 25.00; analyzation, &c., 32.47; commission, 40.14; total, 589.31, 647 93

DORCHESTER, *A. C. Southworth*, Agent.—18 gals. alcohol, \$81.28; 2 doz. ale and porter, 8.00; 7 gals. brandy, 71.00; 14 gals. Holland gin, 66.40; 30 gals. Medford and N. E. rum, 70.00; 45 gals. whiskey, 153.00; 7 gals. wine, 26.50; analyzation, &c., 5.87; commission, 36.06; total, 518.11.—
J. Sanborn, Jr., Agent.—17 gals. alcohol, 75.89; 1 doz. ale and porter, 3.75; 1 gal. brandy, 12.00; 2 gals. Holland gin, 9.50; 1 gal. bay rum,

8.85 ; 33 gals. Medford and N. E. rum, 66.00 ; 18 gals. whiskey, 59.75 ; 1 gal. wine, 3.50 ; analyzation, &c., 3.95 ; commission, 16.08 ; total, 253.77,	\$771 88
DOUGLAS, <i>Henry Morse</i> , Agent.—10 gals. brandy, \$100.00 ; 10 gals. Holland gin, 46.50 ; analyzation, &c., 1.46 ; commission, 11.28 ; total, 162.84.— <i>James F. Putnam</i> , Agent.—42 gals. alcohol, 183.96 ; 30 gals. Holland gin, 141.00 ; 86 gals. Medford and N. E. rum, 212.82 ; 20 gals. whiskey, 97.50 ; 10 gals. wine, 50.00 ; analyzation, &c., 16.10 ; commission, 42.56 ; total, 743.94,	906 78
DRACUT, <i>W. C. Carter</i> , Agent.—4 gals. alcohol, \$17.86 ; 1 gal. brandy, 9.00 ; 4 gals. Holland gin, 19.20 ; 48 gals. Medford and N. E. rum, 112.80 ; 6 gals. whiskey, 16.50 ; 1 gal. wine, 4.50 ; analyzation, &c., 2.30 ; commission, 10.79,	192 95
DUDLEY, <i>M. Barnes</i> , Agent.—10 gals. alcohol, \$46.00 ; 5 gals. Holland gin, 22.50 ; 60 gals. Medford and N. E. rum, 147.00 ; 5 gals. whiskey, 18.75 ; analyzation, &c., 14.60 ; commission, 18.62,	267 47
DUNSTABLE, <i>J. Spaulding</i> , Agent.—2 gals. alcohol, \$8.85 ; 8 gals. Medford and N. E. rum, 19.12 ; 6 gals. whiskey, 15.90 ; analyzation, &c., 0.84 ; commission, 3.34,	48 05
DUXBURY, <i>A. Weston</i> , Agent.—30 gals. alcohol, \$133.70 ; 2 gals. brandy, 19.00 ; 11 gals. Holland gin, 52.05 ; 155 gals. Medford and N. E. rum, 376.70 ; 87 gals. whiskey, 320.25 ; 2 gals. wine, 7.75 ; analyzation, &c., 9.13 ; commission, 68.95,	987 53
EAST BRIDGEWATER, <i>Thomas Rogers</i> , Agent.—122 gals. alcohol, \$538.50 ; 14 doz. ale and porter, 45.04 ; 28 gals. brandy, 189.50 ; 7 gals. cherry and pure juice, 26.75 ; 1 case of cordials, 11.00 ; 80 gals. Holland gin, 302.50 ; 5 gals. bay rum, 19.25 ; 5 gals. Jamaica rum, 30.00 ; 689 gals. Medford and N. E. rum, 1,675.35 ; 353 gals. whiskey, 1,135.12 ; 28 gals. wine, 88.50 ; analyzation, &c., 52.92 ; commission, 211.55,	4,326 33
EASTHAM, <i>J. M. Cole</i> , Agent.—2 gals. alcohol, \$8.83 ; 1 gal. brandy, 7.00 ; 3 gals. Holland gin, 14.20 ; 2 gals. whiskey, 7.25 ; analyzation, &c., 1.24 ; commission, 2.87,	41 39
EASTHAMPTON, <i>A. S. Ludden</i> , Agent.—82½ gals. alcohol, \$372.42 ; 90 gals. brandy, 392.50 ; 20 gals. Holland gin, 95.00 ; 30 gals. Medford and N. E. rum, 73.50 ; 49½ gals. whiskey, 262.38 ; 15 gals. wine, 62.50 ; analyzation, &c., 40.39 ; commission, 79.71,	1,378 40
EASTON, <i>Francis Dunbar</i> , Agent.—9½ gals. alcohol, \$41.61 ; 24 gals. brandy, 102.00 ; 20 gals. Holland gin, 96.00 ; 126½ gals. Med-	

ford and N. E. rum, 805.73; 77 gals. whiskey, 277.50; 7 gals. wine, 81.50; analyzation, &c., 8.55; commission, 49.94, . \$912 83

EDGARTOWN, *Wm. Vinson*, Agent.—20 gals. alcohol, \$89.50; 9 gals. brandy, 84.00; 45 gals. Holland gin, 171.25; 255½ gals. Medford and N. E. rum, 616.67; 128 gals. whiskey, 460.50; 15 gals. wine, 67.50; analyzation, &c., 41.74; commission, 88.81, . 1,619 47

ENFIELD, *S. Tinkham*, Agent.—80 gals. alcohol, \$355.20; 33 gals. brandy, 183.50; 80 gals. whiskey, 215.00; analyzation, 55.92; commission, 56.97, 816 59

ERVING, *Wm. G. Walkup*, Agent.—5 gals. alcohol, \$22.00; 4 gals. whiskey, 14.00; analyzation, &c., 8.26; commission, 2.93, . 42 19

ESSEX, *J. M. Richardson*, Agent.—8 gals. alcohol, \$35.26; 2 doz. ale and porter, 8.00; 2 gals. brandy, 20.00; 10 gals. Holland gin, 48.10; 83 gals. Medford and N. E. rum, 202.40; 40 gals. whiskey, 142.50; analyzation, &c., 5.37; commission, 29.47, . 491 10

FAIRHAVEN, *A. P. Wilcox*, Agent.—5 gals. alcohol, \$22.75; 85 gals. Medford and N. E. rum, 205.90; 20 gals. whiskey, 72.00; 6 gals. wine, 81.00; analyzation, &c., 4.73; commission, 19.87, 856 25

FALL RIVER, *R. T. Fuller*, Agent.—10 gals. alcohol, \$46.00; 6 gals. Holland gin, 27.00; 85 gals. Medford and N. E. rum, 208.91; 40 gals. whiskey, 122.50; analyzation, &c., 6.05; commission, 23.00; total, 428.46.—*E. Fuller*, Agent.—5 gals. Holland gin, 22.50; 44½ gals. Medford and N. E. rum, 111.25; 10 gals. whiskey, 87.50; analyzation, &c., 1.71; commission, 10.16; total, 183.12, 611 58

FALMOUTH, *John Butler*, Agent.—13 gals. alcohol, \$60.45; 12 gals. Holland gin, 58.20; 129 gals. Medford and N. E. rum, 814.11; 39 gals. whiskey, 139.75; 15 gals. wine, 40.85; analyzation, 7.18; commission, 38.65, 659 14

FITCHBURG, *J. B. Lane*, Agent.—124 gals. alcohol, \$561.88; 86 doz. ale and porter, 153.00; 5½ doz. cider, 20.62; 35½ gals. cherry and pure juice, 142.00; 127 gals. Holland gin, 571.50; 429½ gals. Medford and N. E. rum, 1,043.40; 124½ gals. whiskey, 466.87; 1 case wine, 11.50; analyzation, &c., 34.44; commission, 150.28; total, 3,154.94.—*John Choate*, Agent.—89½ gals. alcohol, 173.80; 5 gals. brandy, 45.00; 2 gals. St. Croix rum, 10.50; 6 gals. Jamaica rum, 40.00; 84 gals. Medford and N. E. rum, 206.96; 21 gals. whiskey, 73.50; analyzation, &c., 8.40; commission, 80.04; total, 588.20, 3,748 14

FLORIDA, *G. S. Clark*, Agent.—42½ gals. Medford and N. E. rum, \$99.88; 40 gals. whiskey, 126.00; analyzation, &c., 2.26; commission, 11.41; total, 239.55.—*D. Tower*, Agent.—41 gals. whiskey, 143.50; analyzation, &c., 1.94; commission, 7.27; total, 152.71, \$392 26

FOXBOROUGH, *Wm. Spofford*, Agent.—40½ gals. alcohol, \$186.30; 10 doz. ale and porter, 32.00; 8 gals. brandy, 44.50; 1 case cider, 4.25; 3 cases cordials, 32.50; 60 gals. Holland gin, 197.50; 2 gals. Jamaica rum, 12.00; 30 gals. Medford and N. E. rum, 74.80; 420½ gals., 3 cases whiskey, 1,427.22; 5 gals. wine, 17.75; analyzation, &c., 25.01; commission, 117.86, 2,170 69

FRAMINGHAM, *Sam'l Warren*, Agent.—1½ doz. ale and porter, \$5.38; 2 gals. brandy, 16.00; 2 gals. Holland gin, 9.30; 30 gals. whiskey, 76.50; analyzation, &c., 1.07; commission, 8.02; total, 116.27.—*W. A. Thomson*, Agent.—30 gals. alcohol, 134.00; 2 doz. ale and porter, 8.50; 6 gals. brandy, 56.00; 46 gals. Holland gin, 130.90; 1 gal. St. Croix rum, 5.25; 124 gals. Medford and N. E. rum, 303.60; 55 gals. whiskey, 215.00; 6 gals. wine, 19.00; analyzation, &c., 10.23; commission, 63.36; total, 945.94.—*E. Puffer*, Agent.—40½ gals. alcohol, 188.33; 12 doz. ale and porter, 47.25; 14 gals. brandy, 116.50; 3 cases cordials, 32.50; 40 gals. Holland gin, 189.50; 2 gals. bay rum, 7.70; 2 gals. St. Croix rum, 10.00; 2 gals. Jamaica rum, 14.00; 257 gals. Medford and N. E. rum, 627.79; 244½ gals. whiskey, 729.21; 20 gals., 1 case wine, 82.25; analyzation, &c., 30.20; commission, 114.51; total, 2,189.74, 3,251 95

FRANKLIN, *E. M. Richardson*, Agent.—20 gals. Holland gin, \$93.00; 5 gal. St. Croix rum, 26.25; 30 gals. whiskey, 105.00; analyzation, &c., 5.04; commission, 14.54, 243 83

FREETOWN, *J. W. Peabody*, Agent.—10 gals. Holland gin, \$48.00; 84 gals. Medford and N. E. rum, 207.05; 9 gals. whiskey, 39.25; 2 gals. wine, 10.00; analyzation, &c., 4.23; commission, 17.88, 326 41

GARDNER, *H. Lawrence*, Agent.—10 gals. alcohol, \$45.25; 3 doz. ale and porter, 11.75; 5 gals. Holland gin, 23.75; 10 gals. Medford and N. E. rum, 24.25; 5 gals. whiskey, 23.75; 5 gals. wine, 25.00; analyzation, &c., 8.74; commission, 12.14, 174 63

GEORGETOWN, *Solomon Nelson*, Agent.—40 gals. Medford and N. E. rum, \$94.80; 40 gals. whiskey, 105.00; analyzation, &c., 2.02; commission, 15.03; total, 216.85.—*J. C. Parsons*, Agent.—10 gals. alcohol, 44.75; 1 doz. ale and porter, 4.00; 51½ gals. Medford and N. E. rum, 127.42; 30 gals. whiskey, 137.50; analyzation, &c., 4.03; commission, 21.17; total, 338.87, 555 72

GLOUCESTER, *Geo. Saville*, Agent.—20 gals. alcohol, \$90.50; 8 doz. ale and porter, 29.75; 20 gals. brandy, 125.00; 100 gals. Holland gin, 407.50; 2 gals. Jamaica rum, 14.00; 423½ gals. Medford and N. E. rum, 1,032.24; 161 gals. whiskey, 583.53; 58½ gals., 3 cases wine, 196.10; analyzation, 38.94; commission, 144.05, \$2,661 61

GRANBY, *Philo Chapin*, Agent.—35 gals. Holland gin, \$95.00; 5 gals. St. Croix rum, 25.00; 20 gals. Medford and N. E. rum, 49.00; 40 gals. whiskey, 152.50; analyzation, &c., 21.46; commission, 25.74, 868 70

GREAT BARRINGTON, *F. F. Whiting*, Agent.—82½ gals. alcohol, \$377.45; 8 doz. ale and porter, 24.00; 40 gals. brandy, 250.00; 40 gals. St. Croix rum, 205.00; 40½ gals. Medford and N. E. rum, 97.20; 132 gals., 3 cases whiskey, 500.00; 50 gals. wine, 215.00; analyzation, &c., 38.98; commission, 104.86; total, 1,812.49.—***W. H. Parks*, Agent.**—40 gals. alcohol, 178.00; 15 gals. brandy, 85.00; 10 gals. Holland gin, 48.50; 10 gals. Medford and N. E. rum, 24.80; 10 gals. whiskey, 37.50; 10 gals. wine, 47.50; analyzation, &c., 13.62; commission, 28.10; total, 463.02.—***J. Bidwell Peek*, Agent.**—40½ gals. alcohol, 177.39; 8 doz. ale and porter, 24.00; 10 gals. brandy, 105.00; 20 gals. wine, 110.00; analyzation, &c., 9.81; commission, 26.86; total, 453.06, 2,728 57

GREENFIELD, *Joel Wilson*, Agent.—10 gals. brandy, \$32.50; 20 gals. Medford and N. E. rum, 47.00; analyzation, &c., 4.65; commission, 6.31; total, 90.46.—***H. S. Ford*, Agent.**—5 gals. alcohol, 21.90; 2 doz. ale and porter, 6.50; 2 gals. brandy, 18.00; 5 gals. Holland gin, 23.75; 5 gals. St. Croix rum, 26.25; 10 gals. Medford and N. E. rum, 25.00; 5 gals. whiskey, 25.00; analyzation, &c., 8.01; commission, 11.58; total, 165.99, . . . 256 45

GREENWICH, *D. Allen*, Agent.—5 gals. alcohol, \$21.90; 5 gals. whiskey, 15.00; analyzation, &c., 2.17; commission, 2.93, . . . 42 00

GROTON, *T. K. Stevens*, Agent.—49½ gals. alcohol, \$217.80; 6 gals. brandy, 54.00; 20 gals. Holland gin, 96.50; 127 gals. Medford and N. E. rum, 311.22; 70 gals. whiskey, 267.50; analyzation, &c., 14.08; commission, 64.02; total, 1,025.12.—***Geo. F. Wheeler*, Agent.**—20 gals. alcohol, 87.60; 4 doz. ale and porter, 15.25; 3 gals. brandy, 31.50; 9 gals. Holland gin, 42.00; 1 gal. bay rum, 3.85; 35 gals. Medford and N. E. rum, 87.50; 25 gals. whiskey, 118.75; 4 gals. wine, 15.25; analyzation, &c., 8.96; commission, 30.73; total, 441.39, 1,466 51

GROVELAND, *Wm. Hopkinson*, Agent.—15 gals. alcohol, \$69.75; 2 gals. brandy, 18.00; 5 gals. Holland gin, 24.25; 15 gals. Medford and N. E. rum, 85.25; 20 gals. whiskey, 70.00; analyzation, &c., 2.17; commission, 15.08, . . . \$284 45

HALIFAX, *C. P. Vaughn*, Agent.—2 gals. brandy, \$16.00; 40 gals. Medford and N. E. rum, 97.00; 20 gals. whiskey, 71.25; 2 gals. wine, 8.00; analyzation, &c., 2.14; commission, 14.54, . . . 208 93

HANCOCK, *Franklin Taylor*, Agent.—4 gals. brandy, \$36.00; 4 gals. Holland gin, 19.20; 12 gals. Medford and N. E. rum, 28.95; 27 gals. whiskey, 104.75; analyzation, &c., 3.43; commission, 14.42, . . . 206 75

HANSON, *O. H. Thomas*, Agent.—1 doz. ale and porter, \$4.25; 1 gal. brandy, 10.00; 15 gals. Holland gin, 71.75; 60 gals. Medford and N. E. rum, 121.10; 20 gals. whiskey, 76.25; 5 gals. wine, 17.50; analyzation, &c., 5.22; commission, 22.93; total, 329.00.—*A Barrows*, Agent.—3 gals. alcohol, 13.16; 1 gal. brandy, 9.00; 6 gals. Holland gin, 28.50; 27 gals. Medford and N. E. rum, 67.15; 15 gals. whiskey, 55.00; analyzation, &c., 4.43; commission, 13.83; total, 190.57, . . . 519 57

HARVARD, *L. Pollard*, Agent.—4 gals. alcohol, \$17.70; 10 gals. Medford and N. E. rum, 24.00; analyzation, &c., 0.42; commission, 3.14; total, 45.26.—*Samuel W. Houghton*, Agent.—10 gals. alcohol, 43.90; 1 gal. brandy, 9.00; 2 gals. Holland gin, 9.70; 20 gals. Medford and N. E. rum, 49.80; 16½ gals. whiskey, 67.50; 1 gal. wine, 5.00; analyzation, &c., 2.35; commission, 14.02; total, 201.27, . . . 246 53

HARDWICK, *A. E. Knights*, Agent.—5 gals. alcohol, \$22.00; 10 gals. Holland gin, 47.50; 5 gals. whiskey, 26.25; analyzation, &c., 3.75; commission, 7.46; total, 106.96.—*W. A. Perry*, Agent.—6 doz. ale and porter, 21.75; 6 gals. brandy, 29.00; 10 gals. Holland gin, 45.00; 2 gals. St. Croix rum, 10.00; 20 gals. Medford and N. E. rum, 50.00; 20 gals. whiskey, 80.00; analyzation, 9.41; commission, 15.81; total, 260.97, . . . 367 93

HADLEY, *F. Edson*, Agent.—10 gals. St. Croix rum, \$52.50; 43½ gals. Medford and N. E. rum, 108.75; 94 gals. whiskey, 342.50; analyzation, &c., 9.63; commission, 27.78, . . . 541 16

HAMILTON, *D. M. Hoyt*, Agent.—213½ gals. Medford and N. E. rum, \$518.99; 20 gals. whiskey, 70.00; analyzation, &c., 5.89; commission, 29.74, . . . 624 62

HATFIELD, *O. C. Shumway*, Agent.—10 gals. alcohol, \$45.00; 10 gals. brandy, 35.00; 25 gals. Medford and N. E. rum, 61.25; 40 gals. whiskey, 127.00; 5 gals. wine, 7.75; analyzation, &c., 5.48; commission, 21.06, \$302 54

HAVERHILL, *Benj. Page*, Agent.—287 gals. alcohol, \$1,277.74; 50 doz. 1 bbl. ale and porter, 195.50; 105 gals. brandy, 743.75; 428 gals. Holland gin, 2,005.00; 10 gals. bay rum, 36.50; 10 gals. St. Croix rum, 51.25; 8 gals. Jamaica rum, 53.00; 1,789 gals. Medford and N. E. rum, 4,233.24; 2,083 gals. whiskey, 7,785.63; 176½ gals. 2 cases wine, 575.70; analyzation, &c., 192.03; commission, 865.06, 18,014 40

HINGHAM, *J. L. Hunt*, Agent.—4 gals. brandy, \$42.00; 10 gals. Holland gin, 45.00; 45 gals. Medford and N. E. rum, 112.50; 5 gals. wine, 24.00; analyzation, &c., 2.23; commission, 14.07; total, 239.80.—*C. & L. Hunt*, Agents.—20 gals. Holland gin, 95.00; 210 gals. Medford and N. E. rum, 509.56; 75½ gals. whiskey, 345.73; 8 gals. wine, 34.00; analyzation, &c., 9.86; commission, 57.20; total, 1,051.37, 1,291 17

HINSDALE, *M. M. Wentworth*, Agent.—20 gals. alcohol, \$87.60; 7 gals. brandy, 69.00; 10 gals. Holland gin, 45.00; 10 gals. St. Croix rum, 50.00; 20 gals. whiskey, 87.50; 5 gals. wine, 25.00; analyzation, &c., 11.44; commission, 28.15; total, 403.69.—*A. Day*, Agent.—40 gals. alcohol, 180.00; 20 gals. brandy, 65.00; 40½ gals. Holland gin, 111.38; 78 gals. Medford and N. E. rum, 181.65; 168½ gals. whiskey, 446.38; analyzation, &c., 15.65; commission, 56.28; total, 1,056.34, 1,460 03

HOLDEN, *C. Knowlton*, Agent.—5 gals. alcohol, \$22.25; 10 gals. Holland gin, 46.50; 41½ gals. Medford and N. E. rum, 97.53; 15½ gals. whiskey, 54.25; analyzation, &c., 2.21; commission, 12.36, 235 10

HOLLISTON, *T. E. Andrews*, Agent.—3 gals. brandy, \$20.00; 6 gals. Holland gin, 28.80; 43½ gals. Medford and N. E. rum, 105.70; 15 gals. whiskey, 52.50; 4 gals. wine, 16.50; analyzation, &c., 2.78; commission, 12.94; total, 239.17.—*Ira W. Hoffman*, Agent.—2 gals. alcohol, 8.76; 3 gals. Holland gin, 13.50; 85 gals. Medford and N. E. rum, 212.50; 30½ gals. whiskey, 114.37; analyzation, &c., 4.98; commission, 18.24; total, 372.15, 611 32

HOPKINTON, *N. Peirce*, Agent.—15 gals. alcohol, \$69.03; 6 gals. brandy, 48.00; 20 gals. Holland gin, 93.75; 90 gals. Medford and N. E. rum, 219.60; 180 gals. whiskey, 483.00; 6 gals. wine, 25.50; analyzation, &c., 14.05; commission, 71.41; total,

1,024.34.—*J. A. Woodbury*, Agent.—5 gals. Holland gin, 22.50; 5 gals. Medford and N. E. rum, 12.50; 10 gals. whiskey, 55.00; analyzation, &c., 4.25; commission, 7.06; total, 101.31, \$1,125 65

HUBBARDSTON, *C. Davis*, Agent.—80 gals. alcohol, \$356.20; 6 doz. ale and porter, 25.50; 2 gals. brandy, 18.00; 25 gals. Holland gin, 119.25; 80 gals. Medford and N. E. rum, 195.45; 80 gals. whiskey, 271.25; analyzation, &c., 28.69; commission, 75.87, . 1,090 21

HULL, *John Mitchell*, Agent.—1 gal. whiskey, \$2.55; analyzation, &c., 0.03; commission, 0.20; total, 2.78.—*Samuel H. Sawyer*, Agent.—1 gal. brandy, 6.50; 1 gal. Holland gin, 4.50; 2 gals. Medford and N. E. rum, 5.00; 6 gals. whiskey, 22.50; 1 gal. wine, 4.50; analyzation, &c., 0.43; commission, 3.25; total, 46.68, 49 46

IPSWICH, *S. Coburn*, Agent.—4 gals. alcohol, \$17.86; 2 doz. ale and porter, 7.25; 80 gals. Medford and N. E. rum, 75.00; 15 gals. whiskey, 56.25; analyzation, &c., 2.06; commission, 11.83; total, 170.25.—*Andrew Geyer*, Agent.—15 gals. alcohol, 66.61; 2 doz. ale and porter, 8.25; 20 gals. Holland gin, 96.00; 2 gals. bay rum, 7.70; 105 gals. Medford and N. E. rum, 250.95; 50 gals. whiskey, 262.50; analyzation, &c., 7.74; commission, 52.40; total, 752.15.—*Luther Lord*, Agent.—10 gals. Holland gin, 27.50; 84 gals. Medford and N. E. rum, 197.41; 5 gals. whiskey, 23.75; analyzation, &c., 2.49; commission, 13.84; total, 264.99, 1,187 39

KINGSTON, *Seth Drew*, Agent.—6 gals. alcohol, \$27.45; 18 gals. Medford and N. E. rum, 43.35; 10 gals. whiskey, 33.75; analyzation, &c., 1.04; commission, 7.91; total, 113.50.—*S. Tupper*, Agent.—3 gals. alcohol, 13.14; 1 gal. brandy, 8.00; 2 gals. Jamaica rum, 12.00; 15 gals. Medford and N. E. rum, 87.50; 9 gals. whiskey, 33.75; 4 gals. wine, 18.00; analyzation, &c., 1.23; commission, 9.26; total, 132.88, 246 30

LAKEVILLE, *C. E. Jenney*, Agent.—10 gals. Holland gin, \$26.25; 60 gals. Medford and N. E. rum, 145.60; 15 gals. whiskey, 57.50; 6 gals. wine, 9.90; analyzation, &c., 3.59; commission, 19.18, 262 02

LANCASTER, *W. H. Newman*, Agent.—10 gals. alcohol, \$46.25; 2 gals. brandy, 19.00; 10 gals. Holland gin, 48.00; 174 gals. Medford and N. E. rum, 425.20; 80 gals. whiskey, 107.50; analyzation, &c., 18.32; commission, 39.02, 702 29

LANESBOROUGH, *John D. Hall*, Agent.—5 gals. alcohol, \$23.25; 10 gals. Holland gin, 46.50; 10 gals. St. Croix rum, 50.00; 10 gals.

Medford and N. E. rum, 23.80 ; 10 gals. whiskey, 47.50 ; 10 gals. wine, 40.00 ; analyzation, &c., 11.71 ; commission, 18.20, . \$260 96

LAWRENCE, J. E. Underwood, Agent.—80½ gals. alcohol, \$362.28 ; 61 doz. ale and porter, 234.10 ; 87 gals. brandy, 652.25 ; 8½ doz. cider, 42.92 ; 15 gals. cherry and pure juice, 67.50 ; 2 cases cordials, 21.00 ; 331 gals. Holland gin, 1,385.80 ; 10 gals. bay rum, 38.50 ; 7 gals. St. Croix rum, 36.25 ; 9 gals. Jamaica rum, 58.00 ; 394½ gals. Medford and N. E. rum, 975.38 ; 597½ gals. whiskey, 2,227.23 ; 206½ gals. 3 cases wine, 843.25 ; analyzation, &c., 79.28 ; commission, 368.74, 7,392 48

LEE, F. M. Pease, Agent.—39½ gals. alcohol, \$175.78 ; 7 gals. brandy, 28.25 ; 20 gals. Holland gin, 61.50 ; 5 gals. St. Croix rum, 26.25 ; 53½ gals. Medford and N. E. rum, 130.87 ; 10 gals. 1 case whiskey, 40.50 ; analyzation, &c., 16.39 ; commission, 28.80 ; total, 508.84.—**B. F. Morey, Agent.**—20 gals. Holland gin, 98.00 ; 83½ gals. St. Croix rum, 427.88 ; 83½ gals. Medford and N. E. rum, 205.92 ; 161½ gals. whiskey, 520.97 ; analyzation, &c., 20.53 ; commission, 76.67 ; total, 1,344.97, 1,853 31

LEICESTER, Silas Gleason, Agent.—11 gals. brandy, \$65.50 ; 5 gals. Holland gin, 24.25 ; 41½ gals. Medford and N. E. rum, 97.53 ; 15 gals. whiskey, 47.25 ; analyzation, &c., 6.70 ; commission, 15.47 ; total, 256.70.—**Geo. O. Warner, Agent.**—4 gals. Holland gin, 19.00 ; 7 gals. whiskey, 28.50 ; 2 gals. wine, 9.00 ; analyzation, 1.47 ; commission, 4.33 ; total, 62.30, 319 00

LENOX, J. G. Stanley, Agent.—30 gals. alcohol, \$134.30 ; 10 gals. brandy, 95.00 ; 15 gals. Holland gin, 72.75 ; 15 gals. St. Croix rum, 76.25 ; 15 gals. Jamaica rum, 100.00 ; 60 gals. Medford and N. E. rum, 137.00 ; 60 gals. whiskey, 287.50 ; analyzation &c., 16.17 ; commission, 68.87, 987 34

LEOMINSTER, F. Tinkham, Agent.—10 gals. alcohol, \$46.50 ; 2 doz. ale and porter, 8.50 ; 5 gals. Holland gin, 23.25 ; 2 gals. Jamaica rum, 14.00 ; 20 gals. whiskey, 70.00 ; analyzation, &c., 4.67 ; commission, 12.48 ; total, 179.40.—**F. T. Crocker, Agent.**—80 gals. alcohol, 369.60 ; 16 doz. ale and porter, 65.40 ; 6 gals. brandy, 54.00 ; 55 gals. Holland gin, 257.75 ; 16 gals. Jamaica rum, 65.00 ; 18 gals. Medford and N. E. rum, 43.59 ; 135 gals. whiskey, 483.75 ; 3 gals. wine, 18.00 ; analyzation, &c., 25.47 ; commission, 102.77 ; total, 1,485.33, 1,664 73

LEXINGTON, S. K. Goddard, Agent.—3 gals. alcohol, \$13.65 ; 2 doz. ale and porter, 8.50 ; 4½ gals. brandy, 47.00 ; 8 gals. Holland gin, 37.90 ; ½ gal. bay rum, 1.93 ; 50 gals. Medford and N. E. rum, 121.30 ; 36 gals. whiskey, 121.50 ; 7 gals. wine, 22.75 ; analyzation, &c., 5.78 ; commission, 28.42, 408 73

- LEVERETT, *L. M. Graves*, Agent.—5 gals. alcohol, \$22.00; 5 gals. Holland gin, 24.25; 40 gals. Medford and N. E. rum, 95.30; 30 gals. whiskey, 110.50; analyzation, &c., 3.02; commission, 19.12; total, 274.19.—*J. Whitaker*, Agent.—20 gals. alcohol, 91.00; 20 gals. brandy, 80.00; 20 gals. Medford and N. E. rum, 50.00; 20 gals. whiskey, 85.00; analyzation, &c., 12.76; commission, 23.90: total, 842.66, \$616 85
- LINCOLN, *W. F. Wheeler*, Agent.—2 gals. Medford and N. E. rum, \$1 90; 2 gals. whiskey, 9.50; 1 gal. wine, 6.00; analyzation, &c., 0.20; commission, 1.54, 22 14
- LITTLETON, *William Chamberlain*, Agent.—11 gals. alcohol, \$50.35; 1 doz. ale and porter, 4.25; 2 gals. brandy, 20.00; 6 gals. Holland gin, 28.50; 82 Medford and N. E. rum, 178.88; 12 gals. whiskey, 45.75; analyzation, &c., 5.17; commission, 20.38, 353 28
- LONGMEADOW, *E. S. Beebe*, Agent.—15 gals. Medford and N. E. rum, \$36.40; analyzation, &c., 3 07; commission, 2.95, 42 42
- LOWELL, *C. R. Kimball*, Agent.—122 gals. alcohol, \$559.16; 6 doz. ale and porter, 25.50; 21½ gals. brandy, 193.50; 45 gals. Holland gin, 202.50; 208½ gals. Medford and N. E. rum, 410.11; 82½ gals. whiskey, 288.75; analyzation, &c., 20.64; commission, 90.14, 1,790 30
- LUDLOW, *John Miller*, Agent.—15 gals. Holland gin, \$70.75; 10 gals. St. Croix rum, 52.50; 20 gals. Medford and N. E. rum, 47.00; analyzation, &c., 9.00; commission, 13.43, 192 68
- LUNENBURG, *Asa Kilburn*, Agent.—15 gals. alcohol, \$69.00; 41½ gals. Medford and N. E. rum, 99.60; 15 gals. whiskey, 56.25; analyzation, &c., 6.85; commission, 14.86, 246 56
- LYNN, *J. Bulfinch*, Agent.—20 gals. Holland gin, \$93.75; 213½ gals. Medford and N. E. rum, 518.07; 30 gals. whiskey, 95.00; analyzation, &c., 7.08; commission, 40.42; total, 754.32.—*W. M. Ladd*, Agent.—39 gals. alcohol, 172.80; 2 doz. ale and porter, 7.63; 6 gals. brandy, 59.00; 30 gals. Holland gin, 141.75; 4 gals. bay rum, 15.40; 2 gals. St. Croix rum, 10.50; 96½ gals. Medford and N. E. rum, 236.08; 29 gals. whiskey, 139.00; 12 gals. wine, 50.50; analyzation, &c., 9.15; commission, 57.63; total, 899.44.—*Wm. Chamberlain*, Agent.—1 gal. brandy, 10.00; 6 gals. Holland gin, 28.70; 59 gals. Medford and N. E. rum, 141.67; 64 gals. whiskey, 171.90; analyzation, &c., 3.66; commission, 26.27; total, 382 20.—*J. W. Murray*, Agent.—17 gals. alcohol, 75.47; 1 doz. ale and porter, 3.25; 11 gals. brandy, 80.00; ½ doz. cider, 2.50; 15 gals. Holland

gin, 70.65; 3 gals. bay rum, 11.55; 1 gal. Jamaica rum, 6.00; 168½ gals. Medford and N. E. rum, 409.87; 64 gals. whiskey, 248.75; 19 gals. wine, 85.00; analyzation, &c., 15.28; commission, 67.47; total, 1,075.89.—*W. Tapley*, Agent.—4 gals. brandy, 39.00; 52 gals. Holland gin, 246.00; 200 gals. Medford and N. E. rum, 487.10; 1 gal. whiskey, 3.50; analyzation, &c., 7.80; commission, 58.69; total, 842.09, \$3,958 94

MALDEN, *W. Mann*, Agent.—4 gals. alcohol, \$17.56; 3 gals. brandy, 29.00; 8 gals. Holland gin, 37.90; 38 gals. Medford and N. E. rum, 97.70; 35 gals. whiskey, 141.25; 2 gals. wine, 9.00; analyzation, &c., 4.23; commission, 25.12, 361 76

MANSFIELD, *C. T. Borden*, Agent.—20 gals. alcohol, \$88.50; 5 gals. brandy, 40.00; 14 gals. Holland gin, 58.20; 80 gals. Medford and N. E. rum, 195.20; 20 gals. whiskey, 70.00; 6 gals. wine, 24.00; analyzation, &c., 5.96; commission, 38.08, 517 94

MANCHESTER, *A. Lee*, Agent.—1 gal. brandy, \$10.00; 10 gals. Holland gin, 48.50; 130 gals. Medford and N. E. rum, 308.99; 10 gals. whiskey, 47.50; analyzation, &c., 4.14; commission, 24 61; total, 442.74.—*Andrew Brown*, Agent.—2 gals. alcohol, 8.80; 2 gals. brandy, 19.00; 62½ Medford and N. E. rum, 155.35; 15 gals. whiskey, 66.25; 2 gals. wine, 3.80; analyzation, &c., 5.49; commission, 16.65; total 274.84, 717 58

MARBLEHEAD, *S. T. Prime*, Agent.—10 gals. alcohol, \$45.50; 6 doz. 2 bbls. ale and porter, 51.75; 20 gals. brandy, 160.00; 40 gals. Holland gin, 187.00; 2 gals. bay rum, 7.70; 172½ gals. Medford and N. E. rum, 428.25; 294 gals. whiskey, 802.01; 15 gals. wine, 39.75; analyzation, &c., 20.13; commission, 94.19, . . . 1,831 28

MARLBOROUGH, *W. D. Burdett*, Agent.—40½ gals. alcohol, \$178.20; 6 doz. ¼ bbl. ale and porter, 27.75; 12 gals. brandy, 48.00; 25 gals. Holland gin, 117.25; 40½ Medford and N. E. rum, 95.18; 81½ gals. whiskey, 285.25; 4 gals. wine, 24.00; analyzation, &c., 8.77; commission, 43.97; total, 828.37.—*Clifton D. Hunter*, Agent.—10 gals. alcohol, 43.80; 4 gals. brandy, 20.00; 10 gals. Holland gin, 45.00; 10 gals. Medford and N. E. rum, 25.00; 10 gals. whiskey, 37.50; 1 gal. wine, 4.50; analyzation, &c., 7.96; commission, 13.78; total, 197.54, 1,025 91

MARION, *John Bachelder*, Agent.—6 gals. alcohol, \$27.30; 4 doz. ale and porter, 10.50; 2 gals. brandy, 18.00; 10 gals. whiskey, 38.50; analyzation, &c., 1.20; commission, 7.13, 102 63

MARSHFIELD, *L. Damon*, Agent.—5 gals. alcohol, \$22.00; 1 doz. ale or porter, 4.25; 2 gals. brandy, 7.00; 2 gals. Holland gin,

9.50 ; 20 gals. Medford and N. E. rum, 49.30 ; 10 gals. whiskey, 38.75 ; 3 gals. wine, 14.50 ; analyzation, &c., 3.55 ; commission, 11.16, \$160 01

MEDFORD, *S. F. Wild*, Agent.—10 gals. alcohol, \$45.00 ; 5 gals. brandy, 30.00 ; 10 gals. Holland gin, 48.50 ; 20 gals. Medford and N. E. rum, 48.00 ; 26 gals. whiskey, 81.50 ; 2 gals. wine, 6.00 ; analyzation, &c., 2.59 ; commission, 19.61, 281 20

MEDFIELD, *G. M. Smith*, Agent.—2 gals. alcohol, \$8.76 ; $\frac{1}{2}$ gal. brandy, 4.00 ; 2 gals. Medford and N. E. rum, 5.00 ; 2 gals. whiskey, 7.50 ; analyzation, &c., 3.15 ; commission, 2.16, 80 47

MEDWAY, *Geo. Newell*, Agent.—10 gals. alcohol, \$45.25 ; 1 doz. ale and porter, 4.00 ; 4 gals. brandy, 30.00 ; 20 gals. Holland gin, 89.50 ; 85 gals. Medford and N. E. rum, 200.25 ; 45 gals. whiskey, 158.75 ; 2 gals. wine, 4.90 ; analyzation, &c., 6.47 ; commission, 40.37, 579 49

MELROSE, *H. Whitney*, Agent.—9 gals. alcohol, \$40.14 ; $7\frac{1}{2}$ doz. ale and porter, 27.86 ; 5 gals. brandy, 45.00 ; 5 gals. Holland gin, 24.25 ; 25 gals. Medford and N. E. rum, 60.00 ; 15 gals. whiskey, 72.50 ; 15 gals. wine, 45.15 ; analyzation, &c., 3.14 ; commission, 24.34, 342 38

MENDON, *D. Adams*, Agent.—6 gals. alcohol, \$26.32 ; 1 doz. ale and porter, 3.75 ; 5 gals. brandy, 23.00 ; 5 gals. Holland gin, 24.25 ; 30 gals. Medford and N. E. rum, 72.80 ; 16 gals. whiskey, 59.00 ; 4 gals. wine, 7.00 ; analyzation, &c., 4.97 ; commission, 16.52, 237 61

METHUEN, *S. H. Harris, Jr.*, Agent.—8 doz. ale and porter, \$21.00 ; 3 gals. brandy, 27.00 ; 10 gals. Holland gin, 47.50 ; 132 gals. Medford and N. E. rum, 329.02 ; 82 gals. whiskey, 266.50 ; 6 gals. wine, 24.00 ; analyzation, &c., 12.80 ; commission, 38.99, 766 81

MIDDLEBOROUGH, *Geo. Soule*, Agent.—40 gals. alcohol, \$184.00 ; 12 doz. ale and porter, 48.00 ; 3 gals. brandy, 36.00 ; 42 gals. Holland gin, 200.30 ; 171 gals. Medford and N. E. rum, 414.63 ; 100 gals. whiskey, 405.00 ; 20 gals. wine, 31.00 ; analyzation, &c., 14.21 ; commission, 86.07, 1,419 21

MIDDLETON, *E. P. Averill*, Agent.—10 gals. alcohol, \$14.00 ; 5 gals. Holland gin, 24.25 ; 40 gals. Medford and N. E. rum, 95.60 ; 20 gals. whiskey, 70.00 ; analyzation, &c., 2.34 ; commission, 17.70, 253 89

MILFORD, *G. B. Peirce*, Agent.—40 gals. alcohol, \$176.00; 13 doz. ale and porter, 52.75; 36 gals. brandy, 224.00; 1 doz. cider, 4.25; 7 gals. cherry and pure juice, 31.50; $9\frac{1}{2}$ cases cordials, 103.25; 10 gals. Holland gin, 47.50; 411 gals. Medford and N. E. rum, 942.66; $71\frac{1}{2}$ gals. and 7 cases whiskey, 329.50; 22 gals. wine, 68.00; analyzation, &c., 27.55; commission, 108.86, \$2,115 32

MILLBURY, *E. Thomson*, Agent.—60 gals. alcohol, \$268.10; 6 doz. ale and porter, 25.00; 19 gals. brandy, 88.50; 80 gals. Holland gin, 360 50; 425 gals. Medford and N. E. rum, 1,037.68; 325 gals. whiskey, 968.05; 19 gals. wine, 84.50; analyzation, &c., 46.08; commission; 170.96, 3,049 37

MONROE, *J. H. Hicks*, Agent.—2 gals. Holland gin, \$9.00; 10 gals. Medford and N. E. rum, 25.00; 2 gals. whiskey, 7.50; analyzation, &c., 3.96; commission, 3.41, 48 87

MONSON, *Geo. F. Morris*, Agent.—20 gals. alcohol, \$91.00; 6 doz. ale and porter, 22.50; 25 gals. brandy, 132.50; 20 gals. Holland gin, 50.00; 10 gals. St. Croix rum, 50.00; 20 gals. Medford and N. E. rum, 50.00; 10 gals. whiskey, 42.50; 5 gals. wine, 27.50; analyzation, &c., 14.41; commission, 35.51, 516 92

MONTAGUE, *E. W. Hunter*, Agent.—20 gals. alcohol, \$87.60; 5 gals. Holland gin, 23.75; analyzation, &c., 2.52; commission, 8.52, 122 39

MT. WASHINGTON, *Isaac Spurr*, Agent.—2 gals. brandy, \$18.00; 10 gals. Medford and N. E. rum, 24.00; 2 gals. whiskey, 7.00; analyzation, &c., 4.54; commission, 3.78, 57 32

NAHANT, *W. W. Johnson*, Agent.— $40\frac{1}{2}$ gals. alcohol, \$177.39; 5 gals. Holland gin, 24.25; 10 gals. Medford and N. E. rum, 22.50; 5 gals. whiskey, 17.50; 6 gals. wine, 16.50; analyzation, &c., 2.58; commission, 15.06, 275 78

NATICK, *E. Howe*, Agent.—81 gals. alcohol, \$355.57; 6 doz. ale and porter, 24.00; 12 gals. brandy, 118.00; 1 gal. cherry and pure juice, 4.50; $16\frac{1}{2}$ cases cordials, 185.13; 20 gals. Holland gin, 90.00; 2 gals. Jamaica rum, 12.00; $384\frac{1}{2}$ gals. Medford and N. E. rum, 945.52; 434 gals. whiskey, 1,326.58; 22 gals. $\frac{1}{2}$ case wine, 118.50; analyzation, &c., 31.79; commission, 168.90, . 3,380 49

NANTUCKET, *John Sherman*, Agent.—2 gals. alcohol, \$8.76; $5\frac{1}{2}$ doz. ale and porter, 17.95; 5 gals. brandy, 45.00; 15 gals. Holland gin, 60.00; 5 gals. St. Croix rum, 56.25; 20 gals. Medford and N. E. rum, 50.00; $20\frac{1}{2}$ gals. whiskey, 87.13; 6 gals. wine, 24.00; analyzation, &c., 13.64; commission, 24.95, 357 68

NEEDHAM, *D. Kingsbury*, Agent. — 2 gals. alcohol, \$8.80; 25 gals. Medford and N. E. rum, 61.25; 10 gals. whiskey, 30.00; analyzation, &c., 4.10; commission, 7.80, \$111 95

NEW BEDFORD, *George Perry*, Agent. — 247 gals. alcohol, \$1,140.41; 40 doz. ale and porter, 151.75; 20 gals. 2 cases brandy, 223.75; 2½ doz. cider, 14.59; 224½ gals. Holland gin, 952.75; 15 gals. bay rum, 57.75; 647½ gals. Medford and N. E. rum, 1,488.20; 528½ gals. whiskey, 2,274.74; 176½ gals. 4 cases wine, 480.65; analyzation, &c., 98.14; commission, 359.47, 7,242 20

NEWBURYPORT, *J. Goodhue*, Agent. — 82½ gals. alcohol, \$379.48; 13 doz. 3 bbls. ale and porter, 94.37; 34½ gals. brandy, 283.00; 1 case cordials, 10.50; 75 gals. Holland gin, 274.00; 548½ gals. Medford and N. E. rum, 1,354.90; 401½ gals. whiskey, 1,191.81; 114½ gals. wine, 256.73; analyzation, &c., 88.43; commission, 201.24, 4,084 46

NEW MARLBOROUGH, *N. Walter*, Agent. — 10 gals. alcohol, \$46.00; 20 gals. Medford and N. E. rum, 49.00; analyzation, &c., 5.80; commission, 7.55; total, 108.35. — *E. C. Baldwin*, Agent. — 20 gals. Medford and N. E. rum, 50.00; 10 gals. whiskey, 40.00; analyzation, &c., 5.25; commission, 7.14; total, 102.39, . . . 210 74

NEW SALEM, *H. A. Cogswell*, Agent. — 20 gals. alcohol, \$92.00; 7 gals. brandy, 36.75; 43½ Medford and N. E. rum, 102.23; 5 gals. whiskey, 17.50; analyzation, &c., 8.58; commission, 16.68; total, 273.74. — *C. Chamberlain*, Agent. — 5 gals. brandy, 20.00; 5 gals. Holland gin, 23.75; 20 gals. Medford and N. E. rum, 50.00; 10 gals. whiskey, 37.50; analyzation, &c., 7.46; commission, 10.39; total, 149.10, 422 84

NORTHAMPTON, *W. F. Arnold*, Agent. — 122 gals. alcohol, \$565.35; 87 doz. ale and porter, 282.12; 133½ gals. Medford and N. E. rum, 328.55; 2 cases whiskey, 20.00; analyzation, &c., 15.06; commission, 60.96, 1,272 04

NORTH ANDOVER, *John Foster*, Agent. — 24 gals. alcohol, \$106.53; 14 gals. brandy, 49.00; 29 gals. Holland gin, 136.75; 288½ gals. Medford and N. E. rum, 814.11; 163 gals. whiskey, 468.49; analyzation, &c., 17.24; commission, 86.89, 1,679 01

NORTHBOROUGH, *E. P. Daball*, Agent. — 8 gals. alcohol, \$35.04; ½ doz. ale and porter, 1.63; 6 gals. brandy, 47.00; 49 gals. Holland gin, 137.75; 130½ gals. Medford and N. E. rum, 318.71; 147½ gals. whiskey, 422.52; 4 gals. wine, 18.00; analyzation, &c., 10.21; commission, 55.54, 1,046 40

NORTHBRIDGE, W. B. Fuller, Agent.—40 gals. alcohol, \$184.00; 5 gals. brandy, 45.00; 20 gals. Holland gin, 94.00; 61½ gals. Medford and N. E. rum, 152.85; 20 gals. whiskey, 90.00; 5 gals. wine, 25.00; analyzation, &c., 21.81; commission, 43.26, . \$655 42

NORTH BRIDGEWATER, E. Southworth, Agent.—40½ gals. alcohol, \$186.30; 13 doz. ale and porter, 55.25; 12 gals. brandy, 89.00; 39 gals. Holland gin, 175.50; 218 gals. Medford and N. E. rum, 485.08; 40 gals. whiskey, 140.00; 35 gals. wine, 118.25; analyzation, &c., 14.38; commission, 72.88; total, 1,336.64. — *George Clark, Agent.*—6 doz. ale and porter, 21.75; 15 gals. brandy, 97.50; 15 gals. Holland gin, 67.50; 42 gals. Medford and N. E. rum, 105.00; 41 gals. whiskey, 164.00; analyzation, &c., 5.66; commission, 26.06; total, 487.47, 1,824 11

NORTH BROOKFIELD, H. Edson, Agent.—82 gals. alcohol, \$379.28; 18 doz. ale and porter, 70.65; 15 gals. brandy, 117.50; 20 gals. Holland gin, 95.00; 42 gals. whiskey, 157.50; analyzation, &c., 14.95; commission, 47.22, 882 10

NORTHFIELD, W. D. Hastings, Agent.—2 gals. brandy, \$13.00; 10 gals. whiskey, 37.50; analyzation, &c., 3.05; commission, 4.01; total, 57.56. — *P. Hall, Agent.*—5 gals. alcohol, 21.90; 1 gal. brandy, 9.00; 5 gals. whiskey, 21.25; 2 gals. wine, 11.00; analyzation, &c., 4.23; commission, 5.05; total, 72.43, . . . 129 99

NORTH READING, S. E. Abbott, Agent.—4 gals. alcohol, \$17.90; 2½ doz. 1½ bbls. ale and porter, 38.25; 1 gal. cherry and pure juice, 4.50; 7 gals. Holland gin, 33.65; 139 gals. Medford and N. E. rum, 343.53; 95 gals. whiskey, 332.50; 1 gal. wine, 4.50; analyzation, &c., 7.71; commission, 49.79, 832 33

OAKHAM, Jas. Packard, Agent.—15 gals. alcohol, \$66.40; 5 gals. Holland gin, 23.25; 15 gals. Medford and N. E. rum, 36.00; 15 gals. whiskey, 58.75; analyzation, &c., 10.34; commission, 14.57, 209 31

ORANGE, E. Barton, Agent.—40½ gals. alcohol, \$188.33; 2 doz. ale and porter, 8.50; 5 gals. Jamaica rum, 35.00; 15 gals. whiskey, 52.50; analyzation, &c., 5.24; commission, 15.58, 305 15

ORLEANS, S. Linnell, 2d. Agent.—2 gals. alcohol, \$9.20; 6 gals. Holland gin, 28.40; 15 gals. Medford and N. E. rum, 36.50; 11 gals. whiskey, 39.50; analyzation, &c., 5.36; commission, 8.89, 127 85

OTIS, Joseph Kenyon, Agent.—5 gals. brandy, \$16.25; 5 gals. St. Croix rum, 26.25; 20 gals. Medford and N. E. rum, 48.80;

analyzation, &c., 5.81; commission, 7.26; total, 104.87.—
Norman Strickland, Agent.—5 gals. alcohol, 21.90; 8 gals.
 brandy, 47.00; 5 gals. Holland gin, 22.50; 10 gals. St. Croix
 rum, 50.00; 13 gals. wine, 58.50; analyzation, &c., 10.70;
 commission, 15.79; total, 226.39, \$330 76

OXFORD, *Charles Rawson*, Agent.—40 gals. alcohol, \$177.80; 5
 gals. brandy, 45.00; 30 gals. Holland gin, 142.50; 211 gals.
 Medford and N. E. rum, 514.76; 30 gals. whiskey, 115.00;
 analyzation, &c., 31.37; commission, 63.91, 1,090 34

PALMER, *O. P. Allen*, Agent.—10 gals. brandy, \$40.00; 5 gals.
 Holland gin, 22.50; 10 gals. St. Croix rum, 51.25; 39½ gals.
 Medford and N. E. rum, 96.78; 20 gals. whiskey, 77.50; analy-
 zation, &c., 12.23; commission, 19.97, 320 23

PAXTON, *Z. S. M. Howe*, Agent.—5 gals. alcohol, \$23.25; 50 gals.
 Medford and N. E. rum, 118.10; 20 gals. whiskey, 60.00;
 analyzation, &c., 2.01; commission, 15.25; total, 218.61.—
O. Goodnow, Agent.—6 gals. alcohol, 27.30; 2 gals. brandy,
 18.00; 5 gals. Holland gin, 23.75; 20 gals. Medford and N. E.
 rum, 50.00; 30 gals. whiskey, 115.00; analyzation, &c., 2.54;
 commission, 17.74; total, 254.83, 472 94

PEMBROKE, *E. Bemis*, Agent.—5 gals. brandy, \$45.00; 6 gals.
 Holland gin, 27.75; 125 gals. Medford and N. E. rum, 304.64;
 35 gals. whiskey, 123.75; analyzation, &c., 4.99; commission,
 30.25, 536 38

PEPPERELL, *S. Carter*, Agent.—5 gals. alcohol, \$22.75; analyza-
 tion, &c., 0.23; commission, 1.62; total, 24.60.—*Charles H.*
Winn, Agent.—5 gals. alcohol, 21.90; 5 gals. Holland gin,
 22.50; 10 gals. Medford and N. E. rum, 25.00; 5 gals. whiskey,
 21.25; analyzation, &c., 0.91; commission, 6.86; total, 98.42, . 123 02

PERU, *Justin Ferguson*, Agent.—10 gals. alcohol, \$43.90; 10 gals.
 Medford and N. E. rum, 25.00; 15 gals. whiskey, 56.25; analy-
 zation, &c., 2.80; commission, 9.59, 137 54

PETERSHAM, *Collins Andrews*, Agent.—40½ gals. alcohol, \$184.28;
 7 doz. ale and porter, 25.37; 10 gals. Holland gin, 48.50; 52½
 gals. whiskey, 164.37; analyzation, &c., 8.82; commission,
 24.05, 455 39

PHILLIPSTON, *E. W. Sawyer*, Agent.—5 gals. alcohol, \$23.25; 10
 gals. Medford and N. E. rum, 23.80; analyzation, &c., 0.47;
 commission, 3.56, 51 08

PITTSFIELD, *M. S. Manning*, Agent.—10 gals. St. Croix rum, \$52.50 ;
10 gals. Medford and N. E. rum, 24.80 ; analyzation, &c., 3.87 ;
commission, 6.08, \$87 25

PLAINFIELD, *F. Hamlin*, Agent.—20 gals. alcohol, \$91.50 ; 6 gals.
brandy, 29.00 ; 2 gals. Holland gin, 9.50 ; 2 gals. Jamaica rum,
12.00 ; 15 gals. Medford and N. E. rum, 87.00 ; 2 gals. whiskey,
10.00 ; 2 gals. wine, 12.00 ; analyzation, &c., 13.26 ; commis-
sion, 16.03, 230 31

PLYMOUTH, *C. T. May*, Agent.—50 gals. alcohol, \$231.50 ; 6 doz.
ale and porter, 24.00 ; 7½ gals. brandy, 74.25 ; 20 gals. Holland
gin, 96.00 ; 465½ gals. Medford and N. E. rum, 1,134.28 ; 80
gals. whiskey, 287.50 ; analyzation, &c., 20.04 ; commission,
110.72, 1,978 29

PLYMPTON, *A. Wright*, Agent.—5 gals. alcohol, \$23.00 ; 2 gals. Hol-
land gin, 9.70 ; 126½ gals. Medford and N. E. rum, 304 90 ; 9
gals. whiskey, 31.50 ; analyzation, &c., 10.48 ; commission,
20.72, 400 30

PRESCOTT, *C. Chapin*, Agent.—10 gals. alcohol, \$44.25 ; 2 gals.
brandy, 18.00 ; 30 gals. Holland gin, 80.00 ; 40 gals. Medford
and N. E. rum, 85.00 ; 20 gals. whiskey, 62.50 ; analyzation,
&c., 21.05 ; commission, 23.39, 334 19

PRINCETON, *J. C. Davis*, Agent.—10 gals. alcohol, \$44.15 ; 1 gal.
brandy, 4.00 ; 10 gals. Holland gin, 45.75 ; 15 gals. Medford
and N. E. rum, 36.75 ; 30 gals. whiskey, 101.00 ; analyzation,
&c., 2.88 ; commission, 17.58, 252 11

PROVINCETOWN, *F. Hamilton*, Agent.—89½ gals. alcohol, \$183.68 ;
6 doz. ale and porter, 25.50 ; 10 gals. brandy, 100.00 ; 41½ Hol-
land gin, 201.28 ; 173½ gals. Medford and N. E. rum, 423.00 ;
41½ gals. whiskey, 160.63 ; 10 gals. wine, 33.00 ; analyzation,
&c., 17.12 ; commission, 65.73, 1,209 94

QUINCY, *C. C. Johnson*, Agent.—2 gals. alcohol, \$8 80 ; 7 gals.
brandy, 53.50 ; 23 gals. Holland gin, 104.05 ; 140 gals. Medford
and N. E. rum, 340.70 ; 81 gals. whiskey, 288.00 ; 4 gals. wine,
14.00 ; analyzation, &c., 8.25 ; commission, 61.13, 878 43

RANDOLPH, *F. Porter*, Agent.—5 gals. alcohol, \$22.11 ; 7 gals.
brandy, 56.00 ; 22 gals. Holland gin, 105.70 ; 101 gals. Medford
and N. E. rum, 243.52 ; 166½ gals. whiskey, 622.87 ; 14 gals.
wine, 53.75 ; analyzation, &c., 11.54 ; commission, 63.17, . . . 1,178 60

READING, *L. E. Gleason*, Agent.—24 gals. alcohol, \$107.96; 3 doz. ale and porter, 12.05; 5 gals. brandy, 50.50; 18 gals. Holland gin, 85.60; 1 gal. bay rum, 3.85; 1 gal. St. Croix rum, 5.00; 100 gals. Medford and N. E. rum, 244.20; 60 gals. whiskey, 202.40; 3 gals. wine, 12.00; analyzation, &c., 7.24; commission, 54.64, \$785 44

REHOBOTH, *N. B. Horton*, Agent.—6 gals. Holland gin, \$15.00; 9 gals. Medford and N. E. rum, 22.29; 4 gals. whiskey, 13.00; analyzation, &c., 0.70; commission, 3.81, 54 80

ROCHESTER, *R. C. Randell*, Agent.—2 gals. brandy, \$20.00; 85 gals. whiskey, 208.05; analyzation, &c., 3.28; commission, 12.07, 243 40

ROCKPORT, *F. Rowe*, Agent.—2 gals. brandy, \$11.00; 17 gals. Holland gin, 82.45; 213½ gals. Medford and N. E. rum, 508.26; 75 gals. whiskey, 262.50; 2 gals. wine, 8.00; analyzation, &c., 10.72; commission, 49.31, 932 24

ROWE, *W. A. Hicks*, Agent.—3 gals. brandy, \$16.50; analyzation, &c., 1.97; commission, 1.38; total, 19.85.—*Edward Wright*, Agent.—2 gals. alcohol, 8.76; 4 gals. brandy, 26.00; 2 gals. Holland gin, 9.00; 2 gals. whiskey, 8.00; analyzation, &c., 5.52; commission, 4.29; total, 61.57, 81 42

ROWLEY, *R. C. Hale*, Agent.—5 gals. Holland gin, \$23.25; 48 gals. Medford and N. E. rum, 112.80; analyzation, &c., 2.26; commission, 7.52; total, 145.83.—*J. Scott Todd*, Agent.—2 gals. alcohol, 9.20; 2 gals. brandy, 20.00; 5 gals. Holland gin, 24.25; 129½ gals. Medford and N. E. rum, 320.57; 20 gals. whiskey, 71.25; analyzation, &c., 8.26; commission, 24.57; total, 478.10, 623 93

ROXBURY, *G. B. Faunce*, Agent.—3 gals. Medford and N. E. rum, 7.50; analyzation, 0.07; commission, 0.57, 8 14

ROYALSTON, *B. W. Rich*, Agent.—30 gals. alcohol, \$132.30; 2 gals. brandy, 20.00; 20 gals. Medford and N. E. rum, 48.00; 61 gals. whiskey, 217.37; analyzation, &c., 9.58; commission, 26.53, . . . 453 78

SALEM, *W. L. Arvedson*, Agent.—81½ gals. alcohol, \$360.65; 21 doz. ale and porter, 69.50; 69 gals. brandy, 444.75; 10 gals. cherry and pure juice, 37.50; 123½ Holland gin, 571.90; 5 gals. Jamaica rum, 30.00; 555 gals. Medford and N. E. rum, 1,353.50; 633 gals. whiskey, 2,072.20; 64 gals. wine, 221.25; analyzation, &c., 58.36; commission, 278.86, 5,498 47

SALISBURY, *J. M. Pettingill*, Agent.—45 gals. alcohol, \$197.14; 6 doz. ale and porter, 23.75; 14 gals. brandy, 83.75; 2½ cases

cordials, 32.13; 60 gals. Holland gin, 264.50; 370½ gals Medford and N. E. rum, 844.34; 376 gals. whiskey, 1,238.99; 29 gals. wine, 105.90; analyzation, &c., 82.15; commission, 153.68, \$2,976 33

SANDISFIELD, *J. S. Fuller*, Agent.—15 gals. alcohol, \$69.00; 2 doz. ale and porter, 5.25; 5 gals. brandy, 45.00; 10 gals. Holland gin, 46.75; 10 gals. St. Croix rum, 50.00; 175½ gals. Medford and N. E. rum, 425.91; 168½ whiskey, 482.52; analyzation, &c., 24.23; commission, 63.16, 1,211 82

SANDWICH, *F. S. Pope*, Agent.—26 gals. alcohol, \$120.40; 7 doz. ale and porter, 27.50; 2 gals. brandy, 20.00; 28 gals. Holland gin, 134.80; 174½ gals. Medford and N. E. rum, 425.68; 60 gals. 27 cases whiskey, 601.50; 8 gals. wine, 30.50; analyzation, &c., 21.99; commission, 91.26, 1,473 63

SAVOY, *N. E. Goff*, Agent.—5 gals. alcohol, \$23.00; 5 gals. brandy, 18.75; 5 gals. Holland gin, 24.25; 40 gals. Medford and N. E. rum, 95.60; 10 gals. whiskey, 31.50; analyzation, &c., 12.53; commission, 15.41, 221 04

SCITUATE, *Russell Cook*, Agent.—1 gal. alcohol, \$4.38; 1 gal. brandy, 9.00; 3 gals. Holland gin, 14.55; 30 gals. Medford and N. E. rum, 72.95; 22 gals. whiskey, 60.50; analyzation, &c., 1.62; commission, 12.18, 175 18

SHARON, *W. Richards*, Agent.—20 gals. alcohol, \$91.15; 1 gal. brandy, 9.00; 4 gals. Holland gin, 19.20; 10 gals. Medford and N. E. rum, 25.00; 4 gals. whiskey, 14.00; 2 gals. wine, 9.00; analyzation, &c., 1.69; commission, 12.65, 181 69

SHEFFIELD, *J. C. Bates*, Agent.—30 gals. alcohol, \$136.50; 6 doz. ale and porter, 21.75; 4 gals. brandy, 36.00; 6 gals. Holland gin, 27.75; 15 gals. whiskey, 52.50; 5 gals. wine, 17.50; analyzation, &c., 15.32; commission, 23.01, 330 33

SHERBORN, *G. B. Hooker*, Agent.—5 gals. alcohol, \$22.00; 2 gals. Holland gin, 9.70; 20 gals. Medford and N. E. rum, 49.30; 40 gals. whiskey, 128.00; analyzation, &c., 2.11; commission, 15.77, 226 88

SHIRLEY, *A. Crossman*, Agent.—20 gals. alcohol, \$87.80; 1 case cordial, 18.00; 10 gals. Holland gin, 48.50; 85 gals. Medford and N. E. rum, 209.46; 20 gals. whiskey, 65.00; analyzation, &c., 14.04, commission, 27.44, 470 24

SHREWSBURY, *W. A. Green*, Agent.—3 gals. brandy, \$27.00; 10 gals. Medford and N. E. rum, 24.00; 5 gals. whiskey, 17.50; analyzation, &c., 0.69; commission, 5.17, 74 36

SHUTESBURY, *J. Beaman*, Agent.—1 gal. brandy, \$9.00; 41½ gals. Medford and N. E. rum, 97.53; 43½ gals. whiskey, 110.93; analyzation, &c., 3.47; commission, 11.31; total, 232.24.—
Gilbert Southwick, Agent.—10 gals. alcohol, 46.00; 1 gal. brandy, 9.00; 10 gals. Holland gin, 27.50; 167 gals. Medford and N. E. rum, 409.72; 82½ gals. whiskey, 226.87; 3 gals. wine, 7.35; analyzation, &c., 14.36; commission, 39.44; total, 780.24, \$1,012 48

SOMERSET, *J. B. Wilbour*, Agent.—1 case cordials, \$11.00; 40½ gals. Medford and N. E. rum, 97.20; analyzation, &c., 1.08; commission, 5.46, 114 74

SOUTHBOROUGH, *L. W. Newton*, Agent.—4 doz. ale and porter, \$17.00; 3 gals. brandy, 25.50; 10 gals. Holland gin, 43.75; 128 gals. Medford and N. E. rum, 306.16; 98 gals. whiskey, 293.00; 3 gals. wine, 15.00; analyzation, &c., 17.36; commission, 41.30, 759 07

SOUTHBRIDGE, *W. C. Barnes*, Agent.—40 gals. alcohol, \$180.00; 20 gals. brandy, 65.00; 40½ gals. Holland gin, 111.38; 78 gals. Medford and N. E. rum, 181.65; 168½ gals. whiskey, 446.38; analyzation, &c., 15.65; commission, 56.28, 1,056 34

SOUTH DANVERS, *Thomas Trask*, Agent.—5 gals. alcohol, \$23.25; 13 doz. ale and porter, 50.87; 6 gals. brandy, 45.00; 30 gals. Holland gin, 121.00; 127 gals. Medford and N. E. rum, 308.93; 45½ gals. whiskey, 134.75; 5 gals. wine, 18.25; analyzation, &c., 9.66; commission, 42.83, 754 59

SOUTH READING, *Peter Wiley*, Agent.—11 gals. brandy, \$99.00; 30 gals. Holland gin, 140.00; 6 gals. St. Croix rum, 30.00; 214½ gals. Medford and N. E. rum, 498.48; 221 gals. whiskey, 787.87; 11 gals. wine, 35.00; analyzation, &c., 16.81; commission, 87.98, 1,695 14

SOUTH SCITUATE, *George Beasley*, Agent.—6 gals. alcohol, \$26.46; 4 gals. Holland gin, 19.40; 1 gal. St. Croix rum, 5.25; 50 gals. Medford and N. E. rum, 122.10; 16 gals. whiskey, 44.00; analyzation, &c., 2.17; commission, 16.39, 235 77

SOUTHWICK, *S. L. Granger*, Agent.—42½ gals. Medford and N. E. rum, \$99.88; 42½ gals. whiskey, 108.38; analyzation, &c., 2.58; commission, 10.54, 221 38

SPENCER, *E. M. Wheeler*, Agent.—42 gals. whiskey, \$107.10; analyzation, &c., 1.57; commission, 5.93; total, 114.60.—
E. P. Cutler, Agent.—10 gals. alcohol, 45.50; 7 gals. Holland gin,

32.00; 20 gals. Medford and N. E. rum, 50.00; 10 gals. whiskey, 50.00; 2 gals. wine, 10.00; analyzation, &c., 11.47; commission, 14.91; total, 213.88, \$328 48

STERLING, *I. H. Willard*, Agent.—16 gals. alcohol, \$74.10; 3 gals. brandy, 35.00; 3 gals. cherry and pure juice, 13.50; 29 gals. Holland gin, 95.50; 25 gals. Medford and N. E. rum, 60.05; 49 gals. whiskey, 181.25; analyzation, &c., 7.29; commission, 34.95; total, 501.64.—*Frederic Goss*, Agent.—6 gals. alcohol, 26.79; 5 gals. Holland gin, 13.75; 10 gals. Medford and N. E. rum, 25.00; 8 gals. whiskey, 25.75; analyzation, &c., 0.92; commission, 6.90; total, 99.11, 600 75

STOCKBRIDGE, *E. Seymour*, Agent.—20 gals. whiskey, \$87.50; analyzation, &c., 4.48; commission, 6.89, 98 87

STONEHAM, *T. G. Durkee*, Agent.—2 gals. brandy, \$18.00; 15 gals. Holland gin, 72.25; 4½ gals. bay rum, 17.33; 247 gals. Medford and N. E. rum, 598.22; 123 gals. whiskey, 430.50; 5 gals. wine, 13.75; analyzation, &c., 12.40; commission, 61.17; total, 1,223.62.—*H. Goodrich*, Agent.—5 gals. alcohol, 21.90; 5 gals. brandy, 32.50; 1 gal. cherry and pure juice, 4.50; 5 gals. Holland gin, 22.50; 41 gals. Medford and N. E. rum, 102.50; 10 gals. whiskey, 87.50; analyzation, &c., 5.51; commission, 14.41; total, 241.32, 1,464 94

STOUGHTON, *Samuel Paul*, Agent.—51½ gals. alcohol, \$225.57; 4 doz. ale and porter, 15.75; 2 gals. brandy, 17.00; 29¾ gals. Holland gin, 142.81; 84 gals. Medford and N. E. rum, 203.77; 46 gals. whiskey, 165.00; 4 gals. wine, 17.00; analyzation, &c., 7.87; commission, 45.65, 840 42

STURBRIDGE, *A. C. Morse*, Agent.—35 gals. alcohol, \$156.30; 10 gals. brandy, 35.00; 10 gals. Holland gin, 46.75; 60 gals. Medford and N. E. rum, 146.20; 74 gals. whiskey, 271.00; analyzation, &c., 23.35; commission, 44.01, 722 61

SUDBURY, *J. Tower*, Agent.—10 gals. alcohol, \$44.32; 1½ doz. ale and porter, 6.08; 2 gals. brandy, 16.00; 9 gals. Holland gin, 42.35; ½ gal. bay rum, 1.93; 41 gals. Medford and N. E. rum, 99.68; 18 gals. whiskey, 61.00; 12 gals. wine, 42.50; analyzation, &c., 3.94; commission, 23.74, 341 54

SUNDERLAND, *William Hunt*, Agent.—12 gals. alcohol, \$53.10; 18 gals., 2 bottles brandy, 70.00; 36 gals. Medford and N. E. rum, 87.36; 10 gals. whiskey, 39.00; 3 bottles wine, 2.70; analyzation, &c., 4.43; commission, 19.23, 275 82

SUTTON, George Hastings, Agent.—43½ gals. Medford and N. E. rum, \$104.40; analyzation, &c., 1.54; commission, 5.29; total, 111.23.—**R. C. Hall, Agent.**—1 doz. ale and porter, 3.63; 20 gals. Holland gin, 50.00; 41½ gals. Medford and N. E. rum, 103.75; 15 gals. whiskey, 50.00; analyzation, &c., 7.72; commission, 13.51; total, 228.61.—**Stephen P. Holbrook, Agent.**—3 gals. brandy, 27.00; 10 gals. Holland gin, 27.50; 10 gals. whiskey, 80.00; analyzation, &c., 5.64; commission, 6.75; total, 96.89, \$436 73

SWAMPSCOTT, J. P. Porter, Agent.—3 gals. brandy, \$18.00; 12 gals. Holland gin, 56.50; 45 gals. Medford and N. E. rum, 103.40; 70 gals. whiskey, 188.50; 5 gals. wine, 21.00; analyzation, &c., 4.39; commission, 29.28, 421 07

SWANZEY, C. H. Sheaman, Agent.—20 gals. Medford and N. E. rum, \$50.00; 5 gals. whiskey, 20.00; analyzation, &c., 3.90; commission, 5.54 79 44

TAUNTON, George B. Burt, Agent.—49 gals. alcohol, \$217.90; 20 doz., 1½ bbls. ale and porter, 94.50; 151 gals. Holland gin, 699.75; 243½ gals. Medford and N. E. rum, 557.63; 82 gals. whiskey, 404.87; 55 gals., 1 case wine, 195.25; analyzation, &c., 40.53; commission, 130.86, 2,341 29

TEMPLETON, Jonas Phelps, Agent.—20 gals. alcohol, \$87.60; 3 doz. ale and porter, 11.15; 5 gals. Holland gin, 23.75; 20 gals. Medford and N. E. rum, 50.00; 21½ gals. whiskey, 80.62; analyzation, &c., 9.43; commission, 17.63; total, 280.18.—**J. E. Newton, Agent.**—9 gals. alcohol, 39.46; 2 doz. ale and porter, 8.50; 3 gals. brandy, 17.00; 14 gals. Holland gin, 65.45; 50 gals. Medford and N. E. rum, 123.30; 72 gals. whiskey, 264.50; analyzation, &c., 10.26; commission, 39.42; total, 567.89, 848 07

TWESBURY, A. Frost, Agent.—4 gals. brandy, \$24.00; 4 gals. Holland gin, 17.80; 36 gals. Medford and N. E. rum, 88.50; 24 gals. whiskey, 74.70; analyzation, &c., 2.05; commission, 15.51, 222 56

TISBURY, J. M. Crowell, Agent.—5 gals. brandy, \$12.50; 10 gals. Holland gin, 47.50; 83½ gals. Medford and N. E. rum, 200.37; 30 gals. whiskey, 105.00; 4 gals. wine, 15.00; analyzation, &c., 9.80; commission, 25.12, 445 29

TOPSFIELD, A. Gould, Agent.—2 gals. alcohol, \$8.80; 1 doz. ale and porter, 3.90; 2 gals. brandy, 24.00; 6 gals. Holland gin, 28.90; 75 gals. Medford and N. E. rum, 181.20; 40 gals. whiskey, 106.00; 2 gals. wine, 8.00; analyzation, &c., 4.01;

commission, 27.81; total, 892.12.— <i>D. E. Davis</i> , Agent.—2 gals. alcohol, 8.76; 10 gals. Holland gin, 45.00; 41½ gals. Medford and N. E. rum, 103.75; 40 gals. whiskey, 200.00; analyzation, &c., 8.58; commission, 19.40; total, 880.49, . . .	\$772 61
TOWNSEND, S. Sloan , Agent.—15 gals. alcohol, \$68.75; 2 doz. ale and porter, 8.50; 4 gals. brandy, 32.00; 10 gals. Holland gin, 40.00; 80 gals. Medford and N. E. rum, 78.65; 20 gals. whiskey, 60.00; 1 gal. wine, 4.00; analyzation, &c., 4.86; commission, 21.76,	813 52
TRURO, Samuel Dyer , Agent.—3 gals. alcohol, \$18.20; 3 gals. Holland gin, 14.55; 43½ gals. Medford and N. E. rum, 102.23; 6 gals. whiskey, 21.75; 3 gals. wine, 13.50; analyzation, &c., 4.90; commission, 10.17; total, 180.80.— <i>Amasa Paine</i> , Agent.—1 doz. ale and porter, 3.63; 2 gals. brandy, 18.00; 3 gals. Holland gin, 13.50; analyzation, &c., 1.50; commission, 2.55; total, 89.18,	219 48
TYRINGHAM, H. Ward , Agent.—10 gals. Holland gin, \$45.00; 10 gals. Medford and N. E. rum, 25.00; 10 gals. whiskey, 40.00; analyzation, &c., 6.25; commission, 8.71,	124 96
UPTON, Geo. N. Morse , Agent.—30 gals. alcohol, \$134.70; 3 gals. brandy, 24.00; 20 gals. Holland gin, 80.00; 84 gals. Medford and N. E. rum, 203.78; 20 gals. whiskey, 72.50; analyzation, 9.75; commission, 34.18,	558 91
UXBRIDGE, R. D. Morey , Agent.—39½ gals. alcohol, \$179.73; 6 doz. ale and porter, 25.50; 10 gals. Holland gin, 27.50; 84½ gals. Medford and N. E. rum, 207.00; 39 gals. whiskey, 141.50; 20 gals. wine, 95.00; analyzation, &c., 12.91; commission, 37.70,	726 84
WALES, A. B. Johnson , Agent.—10 gals. alcohol, \$44.00; 20 gals. brandy, 70.00; 20 gals. Medford and N. E. rum, 48.00; 85½ gals. whiskey, 124.25; analyzation, &c., 8.36; commission, 21.71,	311 32
WALPOLE, L. D. Gray , Agent.—2 gals. alcohol, \$9.20; 1 gal. Holland gin, 4.75; 5 gals. Medford and N. E. rum, 11.94; 3 gals. whiskey, 9.15; analyzation, &c., 0.95; commission, 2.69,	38 68
WALTHAM, J. Lewis , Agent.—9 gals. alcohol, \$39.69; 1 doz. ale and porter, 8.00; 8 gals. brandy, 55.00; 2 gals. cherry and pure juice, 9.00; 14 gals. Holland gin, 66.35; 2 gals. Jamaica rum, 12.00; 51½ gals. Medford and N. E. rum, 126.92; 30 gals. whiskey, 105.00; 14 gals. wine, 43.90; analyzation, &c., 4.60; commission, 29.35,	494 81

WARE, *D. Holden*, Agent.—41 gals. alcohol, \$190.65; analyzation, &c., 2.41; commission, 9.65, \$202 71

WAREHAM, *W. G. Loring*, Agent.—5 gals. brandy, \$50.00; 1 case cordials, 10.50; 135 gals. Medford and N. E. rum, 327.21; 61 gals. whiskey, 255.25; 5 gals. wine, 22.50; analyzation, &c., 6.65; commission, 35.41; total, 707.52.—*L. A. Runnels*, Agent.—6 doz ale and porter, 21.75; 10 gals. Holland gin, 45.00; 40½ gals. Medford and N. E. rum, 101.25; 16½ gals. whiskey, 61.87; 1 gal. wine, 4.00; analyzation, &c., 5.19; commission, 13.25; total, 252.31, 959 83

WARREN, *J. S. Davis*, Agent.—40½ gals. alcohol, \$176.00; 6 doz. ale and porter, 21.75; 20 gals. Holland gin, 95.00; 83 gals. Medford and N. E. rum, 203.45; 125½ gals. whiskey, 418.38; analyzation, &c., 14.25; commission, 48.90, 977 73

WARWICK, *P. Young*, Agent.—20 gals. alcohol, \$87.80; 1 gal. brandy, 9.00; 2 gals. Holland gin, 9.70; 82½ gals. Medford and N. E. rum, 198.48; 4 gals. wine, 11.30; analyzation, &c., 14.11; commission, 22.23, 832 62

WATERTOWN, *S. Noyes*, Agent.—10 gals. alcohol, \$45.50; 7 doz. ale and porter, 21.50; 4 gals. brandy, 36.00; 5 gals. Holland gin, 24.25; 30 gals. Medford and N. E. rum, 72.00; 12 gals. whiskey, 42.75; 11 gals. wine, 30.15; analyzation, &c., 4.27; commission, 20.59, 297 01

WAYLAND, *J. M. Seaward*, Agent.—2 gals. alcohol, \$8.76; 10 gals. Holland gin, 48.50; 30 gals. Medford and N. E. rum, 73.40; 15 gals. whiskey, 55.00; analyzation, &c., 1.86; commission, 13.99, 201 51

WELLFLEET, *R. Higgins, 2d*, Agent.—30 gals. alcohol, \$132.30; 5 doz. ale and porter, 20.63; 2 gals. brandy, 18.00; 20 gals. Holland gin, 90.75; 171 gals. Medford and N. E. rum, 413.92; 100 gals. whiskey, 280.00; 10 gals. wine, 33.25; analyzation, &c., 20.33; commission, 65.17, 1,074 35

WENDELL, *Danforth Putnam*, Agent.—10 gals. alcohol, \$48.00; 85½ gals. Medford and N. E. rum, 209.45; analyzation, &c., 5.12; commission, 14.39, 276 96

WENHAM, *R. A. Dodge*, Agent.—4 gals. alcohol, \$18.06; 2 doz. ale and porter, 7.80; 2 gals. brandy, 14.25; 10 gals. Holland gin, 47.60; 26 gals. Medford and N. E. rum, 63.68; 26 gals. whiskey, 69.40; 2 gals. wine, 3.50; analyzation, &c., 2.78; commission, 16.94, 244 01

WESTBOROUGH, *S. G. Henry*, Agent.—81 gals. alcohol, \$364.50 ; 12 doz., 2 kegs ale and porter, 58.90 ; 7 gals. brandy, 26.97 ; 25 gals. Holland gin, 120.65 ; 87½ gals. Medford and N. E. rum, 213.48 ; 60 gals. whiskey, 210.00 ; 4 gals. wine, 15.50 ; analyzation, &c., 12.99 ; commission, 54.75, \$1,077 74

WEST BOYLSTON, *A. H. Wood*, Agent.—25 gals. alcohol, \$114.80 ; 1 doz. ale and porter, 4.25 ; 15 gals. brandy, 52.50 ; 35 gals. Holland gin, 157.00 ; 20 gals. Medford and N. E. rum, 48.50 ; 10 gals. whiskey, 37.50 ; 2 gals. wine, 8.00 ; analyzation, &c., 5.64 ; commission, 31.98, 460 17

WEST BRIDGEWATER, *A. Copeland*, Agent.—10 gals. alcohol, \$44.25 ; 2 gals. brandy, 18.00 ; 10 gals. Holland gin, 47.50 ; 90 gals. Medford and N. E. rum, 217.38 ; 40 gals. whiskey, 151.25 ; 6 gals. wine, 18.60 ; analyzation, &c., 5.38 ; commission, 32.10, 534 46

WEST BROOKFIELD, *L. A. Blair*, Agent.—45 gals. alcohol, \$198.10 ; 24 gals. brandy, 112.25 ; 20 gals. Holland gin, 95.50 ; 2 gals. St. Croix rum, 10.50 ; 60 gals. Medford and N. E. rum, 146.40 ; 110 gals. whiskey, 388.25 ; 6 gals. wine, 20.10 ; analyzation, &c., 24.76 ; commission, 74.27, 1,065 13

WEST CAMBRIDGE, *D. Dodge*, Agent.—30 gals. alcohol, \$134.00 ; 7 gals. brandy, 45.00 ; 6 gals. Holland gin, 29.10 ; 18 gals. Medford and N. E. rum, 43.98 ; 18 gals. whiskey, 63.00 ; 2 gals. wine, 9.00 ; analyzation, &c., 3.23 ; commission, 24.52, 351 83

WESTFORD, *D. A. Dow*, Agent.—6 gals. alcohol, \$27.66 ; 1 doz. ale and porter, 3.90 ; 1 gal. brandy, 8.00 ; 2 gals. Holland gin, 9.60 ; 9 gals. whiskey, 28.65 ; analyzation, &c., 1.38 ; commission, 5.92, 85 11

WESTFIELD, *Orrin Parks*, Agent.—6 doz. ale and porter, \$25.50 ; 92 gals. brandy, 342.13 ; 2 gals. cherry and pure juice, 10.00 ; 6 gals. Holland gin, 28.20 ; 25 gals. St. Croix rum, 127.50 ; 4 gals. Jamaica rum, 28.00 ; 171 gals. Medford and N. E. rum, 414.85 ; 147 gals. whiskey, 513.50 ; 24 gals. wine, 83.75 ; analyzation, &c., 45.28 ; commission, 96.70, 1,715 41

WESTMINSTER, *W. S. Bradbury*, Agent.—9 gals. alcohol, 40.52 ; 6 gals. Holland gin, 27.90 ; 3 gals. whiskey, 12.00 ; analyzation, &c., 1.91 ; commission, 6.16 ; 88 49

WEST NEWBURY, *C. C. Moseley*, Agent.—23 gals. alcohol, \$103.10 ; 2 gals. brandy, 16.00 ; 15 gals. Holland gin, 50.50 ; 75 gals. whiskey, 228.00 ; analyzation, &c., 6.42 ; commission, 30.27 ; total, 434.29. — *J. E. Bartlett*, Agent.—3 gals. alcohol,

13.14; 1 gal. brandy, 10.50; 5 gals. Holland gin, 22.50; 15 gals. Medford and N. E. rum, 37.50; 20 gals. whiskey, 70.00; analyzation, &c., 1.52; commission, 11.58, . . . \$166 74

WESTON, *J. Upham*, Agent.—6 gals. alcohol, \$27.20; 2 gals. brandy, 19.00; 4 gals. Holland gin, 19.20; 12 gals. Medford and N. E. rum, 29.40; 10 gals. whiskey, 31.70; 2 gals. wine, 8.50; analyzation, 1.34; commission, 10.12, . . . 146 46

WESTPORT, *J. C. Macomber*, Agent.—20 gals. alcohol, \$88.50; 2 gals. brandy, 18.00; 10 gals. Holland gin, 47.50; 41½ gals. Medford and N. E. rum, 98.77; 20 gals. whiskey, 64.00; 4 gals. wine, 15.00; analyzation, &c., 3.84; commission, 22.61, . . . 358 22

WEST ROXBURY, *J. P. George*, Agent.—10 gals. alcohol, \$44.00; 2 doz. ale and porter, 6.50; 4 gals. brandy, 24.00; 5 gals. Holland gin, 23.20; 10 gals. Medford and N. E. rum, 24.80; 12 gals. whiskey, 35.50; analyzation, &c., 1.97; commission, 11.99, . . . 171 96

WEST STOCKBRIDGE, *W. A. Rees*, Agent.—10 gals. alcohol, \$44.00; 5 gals. brandy, 45.00; 5 gals. Holland gin, 20.00; 5 gals. St. Croix rum, 25.00; 20 gals. Medford and N. E. rum, 48.60; 60 gals. whiskey, 161.00; 5 gals. wine, 22.50; analyzation, &c., 20.02; commission, 28.95; total, 415.07.—*H. M. Buck*, Agent.—10 gals. alcohol, 45.50; 10 gals. brandy, 87.50; 20½ gals. whiskey, 82.00; 10 gals. wine, 34.75; analyzation, &c., 7.65; commission, 18.48; total, 220.88, . . . 635 95

WEYMOUTH, *A. S. White*, Agent.—30 gals. alcohol, \$131.60; 9 doz. ale and porter, 29.25; 20 gals. brandy, 155.00; 1 doz. cider, 8.75; 2 gals. cherry and pure juice, 7.50; 40 gals. Holland gin, 191.00; 169 gals. Medford and N. E. rum, 414.70; 177½ gals. whiskey, 633.00; 6 gals. wine, 24.00; analyzation, &c., 17.81; commission, 97.79, . . . 1,705 40

WHATELY, *A. Clary*, Agent.—5 gals. alcohol, \$21.90; 15 gals. Holland gin, 41.25; 5 gals. St. Croix rum, 25.00; 5 gals. whiskey, 18.75; analyzation, &c., 6.32; commission, 8.49, . . . 121 71

WILLIAMSBURG, *N. C. Wisley*, Agent.—40 gals. alcohol, \$180.00; 5 gals. brandy, 45.00; 40 gals. Holland gin, 187.00; 62½ gals. Medford and N. E. rum, 153.85; 40 gals. whiskey, 140.00; 5 gals. wine, 20.00; analyzation, &c., 23.06; commission, 49.89, . . . 798 80

WILLIAMSTOWN, *N. F. Smith*, Agent.—15 gals. Holland Gin, \$71.75; 10 gals. St. Croix rum, 50.00; 110 gals. Medford and N. E. rum, 269.40; 100½ gals. whiskey, 360.62; analyzation, &c., 25.88; commission, 46.88, . . . 824 03

WILMINGTON, *S. B. Nichols*, Agent.—6 gals. alcohol, \$26.34; 2 gals. brandy, 18.00; 9 gals. Holland gin, 42.45; 15 gals. Medford and N. E. rum, 86.63; 9 gals. whiskey, 33.75; analyzation, &c., 1.59; commission, 11.90, \$170 66

WINCHENDON, *G. Q. A. Bryant*, Agent.—120½ gals. alcohol, \$537.43; 19 doz. ale and porter, 74.27; 4 gals. brandy, 38.00; 65 gals. Holland gin, 806.50; 40 gals. Medford and N. E. rum, 140.00; 182½ gals. whiskey, 659.12; 12 gals. wine, 23.50; analyzation, &c., 24.99; commission, 99.54, 1,903 35

WINDSOR, *Abiel Nichols*, Agent.—10 gals. alcohol, \$44.00; 10 gals. Holland gin, 47.50; 40 gals. Medford and N. E. rum, 98.60; analyzation, &c., 8.06; commission, 14.83, 212 99

WORCESTER, *James Green*, Agent.—6 doz. ale and porter, \$21.75; 20 gals. brandy, 65.00; 10 gals. 2 cases wine, 39.75; analyzation, &c., 7.17; commission, 9.29, 142 96

WRENTHAM, *D. T. Stone*, Agent.—42½ gals. alcohol, \$186.15; 7 gals. brandy, 47.00; 50 gals. Holland gin, 239.50; 1 gal. St. Croix rum, 5.25; 136½ gals. whiskey, 552.12; 2 gals. wine, 11.00; analyzation, &c., 12.51; commission, 60.83; total, 1,114.36.—*Geo. H. Perry*, Agent.—41½ gals. Medford and N. E. rum, 103.75; analyzation, &c., 1.54; commission, 5.26; total, 110.55, 1,224 91

YARMOUTH, *Samuel Thatcher, Jr.*, Agent.—10 gals. alcohol, \$44.15; 5 gals. brandy, 32.50; 5 gals. Holland gin, 24.25; 87 gals. Medford and N. E. rum, 211.00; 20 gals. whiskey, 70.00; analyzation, &c., 9.07; commission, 23.98, 414 95

STATE OF MAINE.

FREEDOM, *T. M. Moulton*, Agent.—3 gals. alcohol, \$13.14; 1 doz. ale and porter, 4.00; 6 gals. brandy, 42.00; 10 gals. Holland gin, 45.00; 85 gals. Medford and N. E. rum, 211.63; 89½ gals. whiskey, 294.12; 2 gals. wine, 4.90; analyzation, &c., 16.84; commission, 35.17, 666 80

STATE OF NEW HAMPSHIRE.

ALSTEAD, *C. R. Vilas*, Agent.—41 gals. alcohol, \$180.40; 5 gals. brandy, 45.00; 46 gals. Medford and N. E. rum, 115.00; 41 gals. whiskey, 153.75; 10 gals. wine, 82.50; analyzation, &c., 9.46; commission, 28.84, 564 95

CANAAN, *E. B. Miner*, Agent.—30 gals. alcohol, \$135.00; 4 gals. brandy, 38.00; 17 gals. Holland gin, 62.45; 232 gals. Medford and N. E. rum, 565.60; 80 gals. whiskey, 263.00; analyzation, &c., 18.81; commission, 68.01, \$1,150 87

CONCORD, *Calvin Thom*, Agent.—41 gals. alcohol, \$188.60; 61 gals. Holland gin, 285.65; 254½ gals. Medford and N. E. rum, 602.18; 42 gals. whiskey, 115.50; analyzation, &c., 18.78; commission, 67.83, 1,278 49

DUBLIN, *John Piper*, Agent.—7 gals. alcohol, \$31.00; 1 gal. brandy, 10.00; 1 gal. Holland gin, 4.85; 2 gals. whiskey, 5.50; analyzation, &c., 0.52; commission, 3.87, 55 74

ENFIELD, *E. C. Chandler*, Agent.—4 gals. brandy, \$40.00; 10 gals. Holland gin, 48.00; analyzation, &c., 0.88; commission, 6.65; total, 95.53.—*George W. Johnson*, Agent.—10 gals. alcohol, 46.00; 2 gals. brandy, 16.00; 10 gals. Holland gin, 46.25; 30 gals. Medford and N. E. rum, 72.80; 22 gals. whiskey, 66.00; 1 gal. wine, 3.00; analyzation, &c., 11.16; commission, 19.13; total, 280.34, 375 86

FRANCESTOWN, *W. H. Johnson*, Agent.—15 gals. alcohol, \$69.50; 1½ gals. brandy, 12.00; 3 gals. Holland gin, 13.50; 31 gals. whiskey, 112.50; 1 gal. wine, 4.00; analyzation, &c., 3.72; commission, 13.26, 228 48

HANOVER, *J. A. Smith*, Agent.—88 gals. alcohol, \$392.25; 16 doz. ale and porter, 53.50; 20½ gals. brandy, 205.00; 40 gals. Holland gin, 187.00; 44½ gals. Medford and N. E. rum, 111.25; 162½ gals. whiskey, 598.62; 10 gals. wine, 35.00; analyzation, &c., 27.23; commission, 85.28, 1,695 08

HUDSON, *G. W. Hills*, Agent.—20 gals. Holland gin, \$96.00; 4 gals. St. Croix rum, 21.00; 199½ gals. Medford and N. E. rum, 475.46; analyzation, &c., 7.98; commission, 33.02, 633 46

LEBANON, *George S. Kendrick*, Agent.—60 gals. alcohol, \$263.60; 3 bbls. ale, 45.00; 15 gals. Holland gin, 71.25; 62½ gals. Medford and N. E. rum, 152.51; 83 gals. whiskey, 306.25; analyzation, &c., 19.07; commission, 51.49, 909 17

LISBON, *E. O. Holton*, Agent.—79 gals. alcohol, \$349.53; 10 gals. brandy, 90.00; 15 gals. Holland gin, 70.75; 120½ gals. whiskey, 391.63; analyzation, &c., 14.52; commission, 50.01; total, 966.44.—*J. W. Holton*, Agent.—41½ gals. alcohol, 181.77; 5 gals. Holland gin, 23.75; 41½ gals. whiskey, 145.25; analyzation, &c., 4.91; commission, 18.40; total, 374.08, 1,840 52

LYME, <i>C. P. Fairfield</i> , Agent.—159½ gals alcohol, \$702.23; 7 doz. ale and porter, 27.38; 3 gals. brandy, 27.00; 20 gals. Holland gin, 95.00; 41½ gals. whiskey, 155.63; 8 gals. wine, 36.00; analyzation, &c., 14.82; commission, 57.67,	\$1,115 73
NEW HAMPTON, <i>Wm. Boswell</i> , Agent.—20 gals. alcohol, \$93.00; 84 gals. Medford and N. E. rum, 201.97; 5 gals. whiskey, 18.75; analyzation, &c., 7.33; commission, 18.96,	340 01
NORTHWOOD, <i>Thomas Tuttle</i> , Agent.—41 gals. alcohol, \$180.40; 10 gals. Holland gin, 47.50; 35 gals. whiskey, 135.00; 2 gals. wine, 9.00; analyzation, &c., 12.67; commission, 24.27,	408 84
PLAINFIELD, <i>E. Walker</i> , Agent.—40 gals. alcohol, \$186.40; 10 gals. brandy, 90.00; 10 gals. Holland gin, 46.50; 82½ gals. whiskey, 299.12; analyzation, &c., 11.33; commission, 33.19,	666 54
RICHMOND, <i>J. Ingalls</i> , Agent.—5 gals. alcohol, \$22.75; 5 gals. Holland gin, 24.25; 130 gals. Medford and N. E. rum, 311.07; 36½ gals. whiskey, 138.50; analyzation, &c., 12.71; commission, 28.11; total, 537.39.— <i>O. O. Whipple</i> , Agent.—41½ gals. Medford and N. E. rum, 103.75; 10 gals. whiskey, 50.00; analyzation, &c., 3.59; commission, 9.17; total, 166.51,	703 90
RINDGE, <i>W. S. Rugg</i> , Agent.—43½ gals. Medford and N. E. rum, \$105.71; 5 gals. whiskey, 20.00; analyzation, &c., 2.66; commission, 6.96,	135 33
TAMWORTH, <i>Samuel E. Remick</i> , Agent.—43½ gals. Medford and N. E. rum, \$108.75; analyzation, &c., 1.59; commission, 5.51,	115 85
WEBSTER, <i>A. Sweatt</i> , Agent.—10 gals. alcohol, \$44.00; 3 gals. Holland gin, 13.95; 40 gals. Medford and N. E. rum, 98.00; 6 gals. whiskey, 21.00; analyzation, &c., 9.42; commission, 13.97,	200 34
WILMOT, <i>Seth Goodhue</i> , Agent.—40½ gals. alcohol, \$186.30; 82½ gals. Medford and N. E. rum, 200.12; 10 gals. whiskey, 27.50; analyzation, &c., 6.69; commission, 21.77,	442 38

STATE OF VERMONT.

CANAAN, <i>Geo. W. Hartshorn</i> , Agent.—10 gals. alcohol, \$46.00; 5 gals. brandy, 60.00; 1 case bay rum, 10.50; 10 gals. whiskey, 52.50; analyzation, &c., 6.82; commission, 12.89,	188 71
LYNDON, <i>G. W. Miles</i> , Agent.—20 gals. alcohol, \$88.00; analyzation, &c., 3.68; commission, 6.83,	98 51
NORWICH, <i>W. P. Brown</i> , Agent.—20 gals. alcohol, \$91.00; 20 gals. Medford and N. E. rum, 48.00; 22 gals. whiskey, 82.50; analyzation, &c., 7.32; commission, 14.34,	243 16

RECAPITULATION.

Amount of sales from September 30th, 1865, to July 10th, 1866, including Analyzation, and charges, for Trucking and

[illegible]

CREDIT.

By amount of Commissions, \$13,007 09

DEBIT.

To cash paid for—		
Rent, Insurance and Taxes,	. . . . .	\$1,939 64
Clerk hire,	. . . . .	2,892 15
Miscellaneous expenses, including, Printing, Stamps,		
extra labor, travelling, &c.,	. . . . .	2,958 85
		<u>7,790 64</u>
Profits to Commissioner,	. . . . .	\$5,216 45

Commonwealth of Massachusetts.

OFFICE OF STATE LIQUOR COMMISSIONER,
22 CUSTOM HOUSE STREET, BOSTON, October 12, 1866. }

To Hon. OLIVER WARNER, *Secretary of State.*

The undersigned herewith submits a Report of the business of his office, from the time of his commencement, July 10th, to the 30th day of September, 1866, inclusive.

JOHN I. BAKER,
Commissioner.

DETAILED ACCOUNT OF SALES

By COMMISSIONER TO CITIES AND TOWNS IN THE COMMONWEALTH, FROM JULY 10, 1866, to SEPTEMBER 30, 1866, WITH EXPENSE OF ANALYZATION, AND A COMMISSION OF FIVE PER CENT. UPON ACTUAL COST.

ABINGTON, *J. D. Wormell*, Agent.—20 gals. alcohol, \$88.80; 9 doz. ale and porter, 30.63; 6 gals. brandy, 56.60; 20 gals. Holland gin, 90.00; 43½ gals. Medford rum, 108.75; 30½ gals. whiskey, 114.38; 2 gals. wine, 9.00; analyzation, &c., 5.38; commission, 31.47, \$535 01

ACTON, *D. J. Wetherbee*, Agent.—5 gals. Holland gin, \$22.50; 45 gals. Medford rum, 112.50; analyzation, &c., 2.26; commission, 7.45, 144 71

ADAMS, (*South*,) *W. H. Wilkinson*, Agent.—4 doz. ale and porter, \$12.50; 17 gals. brandy, 136.00; 41 gals. whiskey, 133.25; 20 gals. wine, 80.00; analyzation, &c., 7.92; commission, 20.91; total, 390.58.—(*North*,) *B. G. Olds*, Agent.—7 doz. ale and porter, 25.37; analyzation, &c., 0.75; commission, 1.30; total, 27.42, 418 00

AMHERST, *Wm. Cutter*, Agent.—5 gals. alcohol, \$22.75; 20 gals. brandy, 80.00; 20 gals. Medford rum, 50.00; analyzation, &c., 9.63; commission, 12.17, 174 55

ANDOVER, *H. W. Abbot*, Agent.—41½ gals. alcohol, \$181.77; 6 doz. ale and porter, 24.00; 24 gals. brandy, 174.00; 1 doz. cider, 4.25; 20 gals. Holland gin, 84.00; 85 gals. Medford rum, 212.50; 63½ gals. whiskey, 238.12; 3 gals. wine, 13.50; analyzation, &c., 9.35; commission, 50.05, 991 54

ASHBURNHAM, *M. B. Lane*, Agent.—15 gals. Holland gin, \$67.50; 15 gals. Medford rum, 37.50; analyzation, &c., 5.70; commission, 8.30, 119 00

ASHBY, *F. Tinker*, Agent.—5 gals. alcohol, \$22.75; 5 gals. whiskey, 18.75; analyzation, &c., 0.42; commission, 3.14, 45 06

ASHLAND, B. B. Proctor, Agent. — $8\frac{1}{2}$ gals. brandy, \$38.75; 10 gals. Holland gin, 45.00; 40 gals. Medford rum, 100.00; $25\frac{1}{2}$ gals. whiskey, 131.50; 1 gal. wine, 6.00; analyzation, &c., 3.42; commission, 21.49,		\$346 16
ATHOL, S. E. Fay, Agent. —10 gals. brandy, \$72.50; 10 gals. Holland gin, 45.00; $41\frac{1}{2}$ gals. Medford rum, 103.75; 30 gals. whiskey, 120.00; analyzation, &c., 9.47; commission, 23.66, .		374 38
ATTLEBOROUGH, Geo. C. Howard, Agent. —1 gal. brandy, \$10.50; 2 gals. Holland gin, 9.00; 3 gals. Medford rum, 7.50; 2 gals. whiskey, 11.00; analyzation, &c., 0.40; commission, 2.99, .		42 89
AUBURN, A. Knowlton, Agent. — $47\frac{1}{2}$ gals. Medford rum, \$118.75; analyzation, &c., 1.69; commission, 6.02,		126 46
BARNSTABLE, S. N. Howland, Agent. —5 gals. alcohol, \$21.90; 2 gals. Holland gin, 9.00; 20 gals. Medford rum, 50.00; 2 gals. whiskey, 7.50; analyzation, 0.89; commission, 6.69; total, 95.98.— Alex. C. Hallett, Agent. —10 gals. alcohol, 45.50; 5 gals. brandy, 52.50; 10 gals. Holland gin, 45.00; $44\frac{1}{2}$ gals. Medford rum, 111.25; 10 gals. whiskey, 55.00; analyzation, &c., 8.59; commission, 20.65; total, 333.49,		429 47
BARRE, Daniel Cummings, Agent. —47 gals. Holland gin, \$211.50; analyzation, &c., 2.91; commission, 16.08,		230 49
BEDFORD, N. P. Watts, Agent. —1 gal. alcohol, \$4.55; 5 gals. Medford rum, 12.50; 2 gals. whiskey, 10.00; analyzation, &c., 0.88; commission, 2.05,		29 98
BELLINGHAM, Jas. P. Thayer, Agent. —2 gals. alcohol, \$8.76; 2 gals. Holland gin, 9.00; 10 gals. Medford rum, 25.00; 6 gals. whiskey, 21.00; analyzation, &c., 0.64; commission, 4.82, .		69 22
BELMONT, F. E. Yates, Agent. — $\frac{1}{2}$ gal. brandy, \$6.00; $\frac{1}{8}$ case cordial, 2.25; analyzation, &c., 0.08; commission, 0.62,		8 95
BERLIN, R. Smith, Agent. —2 gals. alcohol, \$8.76; $1\frac{1}{2}$ gals. brandy, 18.00; 10 gals. Medford rum, 25.00; 8 gals. whiskey, 30.00; analyzation, &c., 0.82; commission, 6.18,		88 76
BERNARDSTON, Henry Slate, Agent. —2 gals. alcohol, \$8.76; 4 gals. brandy, 26.00; 2 gals. Holland gin, 9.00; 5 gals. whiskey, 18.75; analyzation, &c., 2.23; commission, 4.84,		69 58
BEVERLY, Luther West, Agent. —20 gals. alcohol, \$87.60; 2 doz. ale and porter, 7.25; 4 gals. brandy, 36.00; 10 gals. Holland		

gin, 45.00; 15 gals. Medford rum, 87.50; 20 gals. whiskey, 75.00; 6 gals. wine, 24.00; analyzation, &c., 3.16; commission, 23.64, \$339 15

BILLERICA, *O. M. Blodgett*, Agent.—5 gals. alcohol, \$22.50; 3 gals. brandy, 24.00; 38 gals. Medford rum, 95.00; 25 gals. whiskey, 87.50; analyzation, &c., 2.31; commission, 17.34, . 248 65

BLACKSTONE, *Geo. E. Bullard*, Agent.—10 gals. alcohol, \$43.80; 2 doz. ale and porter, 7.25; 4 gals. brandy, 28.00; 5 gals. Medford rum, 12.50; 10 gals. whiskey, 32.50; 2 gals. wine, 8.00; analyzation, &c., 2.87; commission, 10.11, 145 03

BOLTON, *L. W. Houghton*, Agent.—2 gals. alcohol, \$8.76; 20 gals. Medford rum, 50.00; analyzation, &c., 0.59; commission, 4.44, 63 79

BOSTON, *Geo. H. Plummer*, Sub-Agent.—24½ gals. 2 cases brandy, \$201.25; 1 basket champagne, 32.57; 20 gals. Holland gin, 90.00; 5 gals. bay rum, 17.25; 45½ gals. Medford rum, 113.75; 168½ gals. whiskey, 569.00; 5 gals. wine, 20.00; analyzation, &c., 10.45; commission, 55.96, 1,110 23

BOXFORD, *P. Strout*, Agent.—2 gals. alcohol, \$8.76; 5 gals. Medford rum, 12.50; 2 gals. whiskey, 7.50; 1 gal. wine, 4.50; analyzation, &c., 0.33; commission, 2.52, 36 11

BRADFORD, *B. G. Perry*, Agent.—4 gals. brandy, \$36.00; 219½ gals. Medford rum, 548.75; 82½ gals. whiskey, 288.75; analyzation, &c., 8.75; commission, 44.99, 927 24

BRAINTREE, *C. C. Fogg*, Agent.—2 gals. alcohol, \$9.05; 1 doz. porter, 4.00; 1 gal. brandy, 12.00; 2 gals. Holland gin, 9.00; 5 gals. Medford rum, 12.50; analyzation, &c., 0.87; commission, 3.55, 50 97

BREWSTER, *Benj. Foster*, Agent.—1 gal. brandy, \$10.50; 1 gal. St. Croix rum, 5.00; 30 gals. Medford rum, 75.00; 20 gals. whiskey, 75.00; analyzation, &c., 1.67; commission, 12.53, . 179 70

BRIDGEWATER, *S. Hawes*, Agent.—4 gals. alcohol, \$18.20; 2 gals. brandy, 24.00; 10 gals. Holland gin, 45.00; 44½ gals. Medford rum, 111.25; 10 gals. whiskey, 55.00; 2 gals. wine, 5.20; analyzation, &c., 2.58; commission, 16.78, 278 01

BRIMFIELD, *E. Livermore*, Agent.—43½ gals. brandy, \$189.00; 10 gals. Holland gin, 45.00; 20 gals. Medford rum, 50.00; 40½ gals. whiskey, 151.87; analyzation, &c., 10.91; commission, 25.56, . 472 34

BROOKFIELD, *H. T. Bates*, Agent.—20 gals. alcohol, \$87.60; 6 doz. ale and porter, 24.00; analyzation, &c., 3.92; commission, 7.60, \$123 12

BROOKLINE, *Geo. W. Bird*, Agent.—2 gals. alcohol, \$8.76; 1. gal. cherry and pure juice, 3.75; 2 gals. Holland gin, 9.00; 3 gals. Medford rum, 7.50; 2 gals. wine, 7.00; analyzation, &c., 0.36; commission, 2.72, 39 09

CANTON, *G. F. Capen*, Agent.—5 gals. alcohol, \$21.90; 5 gals. Holland gin, 22.50; 41½ gals. Medford rum, 103.75; 8 gals. whiskey, 44.00; analyzation, &c., 1.92; commission, 11.93, . 206 00

CARVER, *R. W. Andrews*, Agent.—5 gals. Holland gin, \$22.50; 41½ gals. Medford rum, 103.75; 10 gals. whiskey, 37.50; analyzation, &c., 1.64; commission, 9.79, 175 18

CHARLESTOWN, *W. B. Morse*, Agent.—2 gals. brandy, \$19.50; ½ case cordial, 2.00; 2 gals. Holland gin, 9.00; 10 gals. Medford rum, 25.00; 10 gals. whiskey, 37.50; 3 gals. wine, 13.50; analyzation, &c., 1.07; commission, 8.07, 115 64

CHARLTON, *D. F. Craig*, Agent.—40 gals. alcohol, \$175.20; 5 gals. St. Croix rum, 25.00; 86½ gals. Medford rum, 216.25; 5 gals. wine, 25.00; analyzation, &c., 7.21; commission, 23.76, 472 42

CHATHAM, *Samuel Higgins*, Agent.—2 gals. brandy, \$8.60; 10 gals. Holland gin, 45.00; 2 gals. St. Croix rum, 10.00; 44½ gals. Medford rum, 111.25; 15 gals. whiskey, 60.00; 2 gals. wine, 4.90; analyzation, &c., 3.14; commission, 15.41, . . . 258 30

CHARLEMONT, *W. E. Niles*, Agent.—5 gals. alcohol, \$22.75; 5 gals. brandy, 20.00; 5 gals. whiskey, 27.50; 5 gals. wine, 22.50; analyzation, &c., 4.52; commission, 7.28, 104 55

CHELMSFORD, *N. B. Edwards*, Agent.—3 gals. brandy, \$27.00; analyzation, &c., 0.27; commission, 2.05, 29 32

CHESHIRE, *A. G. Bliss*, Agent.—20 gals. Holland gin, \$90.00; 25 gals. Medford rum, 62.50; 20 gals. whiskey, 75.00; analyzation, &c., 14.53; commission, 18.14, 260 17

CHICOPEE, (*Falls*), *E. T. Paige*, Agent.—41½ gals. alcohol, \$192.98; 80½ gals. whiskey, 221.37; analyzation, &c., 5.14; commission, 20.97, 440 46

CHILMARK, *M. Adams*, Agent.—2 gals. alcohol, \$8.76; 20 gals. Medford rum, 50.00; 10 gals. whiskey, 37.50; analyzation, &c., 6.61; commission, 7.71, 110 58

CLINTON, <i>A. A. Burdett</i> , Agent.—3 gals. brandy, \$31.50; 44½ gals. Medford rum, 111.25; analyzation, &c., 1.98; commission, 8.02,	\$152 70
COHASSET, <i>C. A. Gross</i> , Agent.—2 gals. alcohol, \$9.00; 2 gals. brandy, 18.00; 42 gals. Medford rum, 105.00; 5 gals. wine, 20.50; analyzation, &c., 1.58; commission, 8.89,	162 92
COLRAIN, <i>H. Smith</i> , Agent.—5 gals. Holland gin, \$22.50; 20 gals. Medford rum, 50.00; analyzation, &c., 4.73; commission, 5.79,	83 02
CONCORD, <i>H. H. Buttrick</i> , Agent.—10 gals. alcohol, \$43.80; 2 gals. brandy, 14.00; 2 gals. Holland gin, 9.00; analyzation, &c., 0.67; commission, 5.05; total, 72.52.— <i>J. D. Moulton</i> , Agent.—1 gal. brandy, 6.00; 2 gals. Medford rum, 5.00; 2 gals. whiskey, 6.00; analyzation, &c., 2.37; commission, 1.45; total, 20.82,	93 34
CONWAY, <i>E. C. Foote</i> , Agent.—5 gals. alcohol, \$21.90; 1 gal. brandy, 10.50; 5 gals. St. Croix rum, 25.00; 5 gals. Medford rum, 12.50; 2 gals. wine, 7.00; analyzation, &c., 5.28; commission, 6.14,	88 32
DALTON, <i>C. W. Mitchell</i> , Agent.—10 gals. alcohol, \$45.00; 10 gals. brandy, 72.50; 41½ gals. Medford rum, 103.75; 10 gals. whiskey, 50.00; analyzation, &c., 7.62; commission, 18.29,	297 16
DANA, (<i>North</i> .) <i>A. N. Doubleday</i> , Agent.—10 gals. alcohol, \$48.80; 2 doz. ale and porter, 6.26; 2 gals. brandy, 18.00; 10 gals. Holland gin, 45.00; 80 gals. Medford rum, 75.00; 15½ gals. whiskey, 58.12; analyzation, &c., 12.21; commission, 17.92,	276 31
DEDHAM, <i>H. Smith</i> , Agent.—15 gals. alcohol, \$66.80; 12 gals. brandy, 110.50; 10 gals. Holland gin, 45.00; 2 gals. bay rum, 6.90; 65 gals. Medford rum, 162.50; 55 gals. whiskey, 208.75; 8 gals. wine, 35.50; analyzation, &c., 7.25; commission, 48.18,	690 88
DEERFIELD, <i>A. Wright</i> , Agent.—10 gals. alcohol, \$43.80; 10½ gals. brandy, 44.50; 5 gals. Holland gin, 22.50; 2½ St. Croix rum, 12.50; 10 gals. Medford rum, 25.00; 6 cases whiskey, 63.00; ¼ gal. wine, 2.25; analyzation, &c., 11.89; commission, 16.88,	242 32
DENNIS, <i>F. Nickerson</i> , Agent.—2 gals. brandy, \$18.00; 3 gals. St. Croix rum, 15.00; 35 gals. Medford rum, 87.50; 10 gals. whiskey, 35.00; 2 gals. wine, 8.00; analyzation, &c., 1.64; commission, 12.36,	177 50
DIGHTON, <i>C. W. Turner</i> , Agent.—2 gals. alcohol, \$9.30; 2 gals. brandy, 21.00; 2 gals. Holland gin, 9.00; 15 gals. Medford rum, 37.50; analyzation, &c., 0.77; commission, 5.85,	83 42

DORCHESTER, R. Vose, Jr., Agent. —4 gals. alcohol, \$17.52; 3 gals. brandy, 22.00; 1 gal. Holland gin, 4.50; 3 gals. whiskey, 15.00; 2 gals. wine, 9.00; analyzation, &c., 0.87; commission, 5.14; total, 78.83.— A. C. Southworth, Agent. —7 gals. alcohol, 31.02; 1 doz. porter, 4.00; 8 gals. brandy, 65.00; 6 gals. Holland gin, 27.00; 2 gals. bay rum, 6.90; 1 gal. St. Croix rum, 5.00; 30 gals. Medford rum, 75.00; 20 gals. whiskey, 75.00; 3 gals. wine, 10.50; analyzation, &c., 3.80; commission, 22.70; total, 325.92.— J. Sanborn, Jr., Agent. —1 gal. whiskey, 5.50; 1 case wine, 9.00; analyzation, &c., 0.15; commission, 0.87; total, 15.52, \$415 27
DOUGLAS, J. F. Putnam Agent. —41½ gals. alcohol, \$186.75; 15 gals. brandy, 85.00; 41½ gals. Medford rum, 108.75; analyzation, &c., 6.71; commission, 21.83, 408 54
DRACUT, W. C. Carter, Agent. —2 gals. alcohol, \$8.76; 2 gals. brandy, 18.00; 2 gals. Holland gin, 9.00; 41½ gals. Medford rum, 108.75; 8 gals. whiskey, 22.00; 1 gal. wine, 4.50; analyzation, &c., 2.17; commission, 9.97, 178 15
DUDLEY, Moses Barnes, Jr., Agent. —62½ gals. Medford rum, \$156.25; 5 gals. whiskey, 18.75; analyzation, &c., 5.45; commission, 10.84, 191 29
DUNSTABLE, J. Spaulding, Agent. —2 gals. alcohol, \$8.76; 3 gals. whiskey, 11.25; analyzation, 0.20; commission, 1.51, 21 72
DUXBURY, A. Weston, Agent. —7 gals. alcohol, \$30.66; 1 gal. brandy, 9.00; 4 gals. Holland gin, 18.00; 34 gals. Medford rum, 85.00; 22 gals. whiskey, 29.50; 4 gals. wine, 16.50; analyzation, &c., 3.29; commission, 18.88, 270 83
EAST BRIDGEWATER, Thomas Rogers, Agent. —43 gals. alcohol, \$188.34; 15 doz. ale and porter, 46.38; 15 gals. Holland gin, 67.50; 5 gals. St. Croix rum, 25.00; 216½ gals. Medford rum, 541.25; 124 gals. whiskey, 422.50; 5 gals. wine, 12.50; analyzation, &c., 13.04; commission, 68.47, 1,384 98
EASTHAM, John H. Bangs, Agent. —2 gals. alcohol, \$8.76; 1 gal. brandy, 9.00; 2 gals. Holland gin, 9.00; 4 gals. Medford rum, 10.00; 2 gals. whiskey, 7.50; analyzation, &c., 4.35; commission, 3.64, 52 25
EASTHAMPTON, A. S. Ludden, Agent. —7½ doz. ale and porter, \$20.55; 35 gals. brandy, 185.00; 10 gals. Medford rum, 25.00; 5 gals. wine, 20.00; analyzation, &c., 11.21; commission, 18.13, 279 89
EASTON, F. Dunbar, Agent. —10 gals. Holland gin, \$45.00; 80 gals. Medford rum, 200.00; 80½ gals. whiskey, 114.37; analyzation, &c., 3.60; commission, 19.29, 382 26

EDGARTOWN, <i>Wm. Vinson</i> , Agent.—10 gals. alcohol, \$43.80; 6 gals. brandy, 54.00; 15 gals. Holland gin, 67.50; 85 gals. Medford rum, 212.50; 63 gals. whiskey, 236.25; 3 gals. wine, 13.50; analyzation, &c., 18.43; commission, 87.61, . . .	\$683 59
ENFIELD, <i>S. Tinkham</i> , Agent.—20 gals. alcohol, \$87.60; 5 gals. Holland gin, 22.50; 30 gals. whiskey, 82.50; analyzation, &c., 16.08; commission, 15.81, . . .	224 49
ERVING, <i>Wm. G. Walkup</i> , Agent.—5 gals. alcohol \$21.90; 2 gals. brandy, 8.00; 2 gals. Holland gin, 9.00; 2 gals. whiskey, 7.50; analyzation, &c., 4.36; commission, 3.80, . . .	54 56
ESSEX, <i>J. M. Richardson</i> , Agent.—2 gals. alcohol, \$8.76; 2 doz. ale and porter, 7.25; 4 gals. Holland gin, 18.00; 41½ gals. Medford rum, 103.75; 10 gals. whiskey, 37.50; analyzation, &c., 1.75; commission, 10.64, . . .	187 65
FAIRHAVEN, <i>A. P. Wilcox</i> , Agent.—10 gals. whiskey, \$37.50; 2 gals. wine, 11.00; analyzation, &c., 0.49; commission, 3.67, . . .	52 66
FALL RIVER, <i>Elisha Fuller</i> , Agent.—5 gals. alcohol, \$21.90; 10 gals. Holland gin, 45.00; 41½ gals. Medford rum, 103.75; 20 gals. whiskey, 75.00; analyzation, &c., 3.36; commission, 15.94, . . .	264 95
FALMOUTH, <i>John Butler</i> , Agent.—13 gals. alcohol, \$58.50; 3 gals. brandy, 27.00; 13 gals. Holland gin, 58.50; 43½ gals. Medford rum, 103.75; 13 gals. whiskey, 48.75; analyzation, &c., 3.52; commission, 20.11, . . .	325 13
FITCHBURG, <i>J. B. Lane</i> , Agent.—41 gals. alcohol, \$179.58; 126½ gals. Medford rum, 316.25; 4 cases wine, 24.00; analyzation, &c., 6.70; commission, 26.32; total, 552.85.— <i>John Choate</i> , Agent.—10 gals. brandy, 40.00; 10 gals. Holland gin, 45.00; 2 gals. Jamaica rum, 12.00; 2 gals. wine, 10.00; analyzation, &c., 1.07; commission, 8 09; total, 116.16, . . .	669 01
FLORIDA, <i>D. Tower</i> , Agent.—5 gals. alcohol, \$21.90; 5 gals. Holland gin, 22.50; analyzation, &c., 2.24; commission, 3.50, . . .	50 14
FOXBOROUGH, <i>Wm. Spafford</i> , Agent.—41½ gals. alcohol, \$181.77; 10 doz. ale and porter, 28.00; 3 gals. brandy, 31.25; 2 cases cordials, 21.50; 20 gals. Holland and American gin, 71.00; 2 gals. St. Croix rum, 10.00; 62½ gals. Medford rum, 156.25; 216 gals. and 4 cases whiskey, 865.62; 9 gals. and 1 case wine, 48.50; analyzation, &c., 15.39; commission, 77.89, . . .	1,507 17
FRAMINGHAM, <i>E. Puffer</i> , Agent.—10 gals. alcohol, \$46.50; 6 doz. ale and porter, 24.00; 8 gals. brandy, 67.00; 1 case cordial, . . .	

10.50; 10 gals. Holland gin, 45.00; 171 gals. Medford rum, 427.50; 169 gals. whiskey, 549.24; 25 gals. wine, 74.50; analyzation, &c., 17.75; commission, 69.10; total, 1,831.09.—*W. A. Thomson*, Agent.—2 gals. brandy, 13.00; 88 gals. Medford rum, 220.00; 11 gals. whiskey, 42.75; analyzation, &c., 4.66; commission, 15.45; total, 295.86, \$1,626 95

FRANKLIN, E. M. Richardson, Agent.—5 gals. brandy, \$45.00; 20 gals. Holland gin, 90.00; 5 gals. St. Croix rum, 25.00; 15 gals. whiskey, 56.25; 5 gals. wine, 22.50; analyzation, &c., 5.19; commission, 16.85, 260 79

FREETOWN, J. W. Peabody, Agent.—41½ gals. Medford rum, \$103.75; 5 gals. whiskey, 21.25; analyzation, &c., 1.75; commission, 6.86, 183 61

GARDNER, H. Lawrence, Agent.—5 gals. brandy, \$52.50; 5 gals. whiskey, 25.00; analyzation, &c., 2.58; commission, 6.00, 86 08

GEORGETOWN, J. C. Parsons, Agent.—5 gals. alcohol, \$21.90; 1 doz. ale and porter, 3.63; 7 gals. brandy, 56.00; 85 gals. Medford rum, 212.50; 20 gals. whiskey, 97.50; analyzation, &c., 6.22; commission, 24.68, 422 43

GLOUCESTER, Geo. Saville, Agent.—10 gals. alcohol, \$45.50; 20 gals. brandy, 160.00; 40 gals. Holland and American gin, 162.50; 140½ gals. Medford rum, 851.25; 61 gals. whiskey, 228.74; 19 gals. and 1 case wine, 84.55; analyzation, &c., 14.33; commission, 62.04, 1,108 91

GRANBY, Philo Chapin, Agent.—10 gals. whiskey, \$40.00; analyzation, &c., 2.45; commission, 3.18, 45 63

GREAT BARRINGTON, J. B. Peek, Agent.—10 gals. Holland gin, \$45.00; 40 gals. whiskey, 200.00; 15 gals. wine, 58.75; analyzation, &c., 8.04; commission, 18.32, 330 11

GREENFIELD, H. S. Ford, Agent.—10 gals. brandy, \$40.00; 10 gals. Medford rum, 25.00; analyzation, &c., 4.25; commission, 5.19, 74 44

GREENWICH, David Allen, Agent.—5 gals. alcohol, \$22.50; 5 gals. Holland gin, 22.50; 5 gals. Medford rum, 12.50; 5 gals. whiskey, 18.75; analyzation, &c., 4.36; commission, 6.04, 86 65

GROTON, T. K. Stevens, Agent.—6 gals. alcohol, \$26.28; 4 gals. brandy, 36.00; 5 gals. Holland gin, 22.50; 43½ gals. Medford rum, 108.75; 80 gals. whiskey, 112.50; analyzation, &c., 5.52;

commission, 20.61; total, 332.16.—*Geo. F. Wheeler, Agent.*—10 gals. alcohol, 43.80; 1 doz. porter, 3.63; 3 gals. brandy, 31.50; 3 gals. Holland gin, 13.50; 2 gals. bay rum, 6.90; 10 gals. Medford rum, 25.00; 10 gals. whiskey, 50.00; 3 gals. wine, 8.75; analyzation, &c., 2.24; commission, 13.89; total, 199.21.—*Geo. C. Brock, Agent.*—10 gals. alcohol, 45.00; 3 gals. Holland gin, 13.50; 10 gals. Medford rum, 25.00; 5 gals. whiskey, 27.50; analyzation, &c., 1.11; commission, 8.41; total, 120.52, : \$651 89

HALIFAX, C. P. Vaughn, Agent.—5 gals. alcohol, \$21.90; 2 doz. ale and porter, 7.25; 5 gals. Holland gin, 22.50; 30 gals. Medford rum, 75.00; 10 gals. whiskey, 37.50; 2 gals. wine, 9.00; analyzation, &c., 2.24; commission, 13.14, 188 53

HAMILTON, D. M. Hoyt, Agent.—2 gals. Holland gin, \$9.00; 87 gals. Medford rum, 217.50; 25 gals. whiskey, 90.00; analyzation, &c., 5.07; commission, 13.62, 340 19

HADLEY, F. Edson, Agent.—92 gals. Medford rum, \$230.00; analyzation, &c., 3.80; commission, 11.66, 244 96

HANSON, A. Barrows, Agent.—3 gals. alcohol, \$13.14; $\frac{1}{2}$ doz. ale and porter, 1.81; 1 gal. brandy, 9.00; 3 gals. Holland gin, 13.50; 1 gal. Jamaica rum, 6.00; 30 gals. Medford rum, 75.00; 10 gals. whiskey, 37.50; 2 gals. wine, 5.20; analyzation, &c., 3.40; commission, 12.35, 176 90

HARVARD, S. W. Houghton, Agent.—2 gals. brandy, \$21.00; 20 gals. Medford rum, 50.00; 10 gals. whiskey, 40.00; analyzation, &c., 1.12; commission, 8.40, 120 52

HARDWICK, W. A. Perry, Agent.—5 gals. alcohol, \$22.50; 5 gals. Medford rum, 12.50; 5 gals. whiskey, 20.00; analyzation, &c., 3.75; commission, 4.41, 63 16

HATFIELD, O. C. Shumway, Agent.—5 gals. alcohol, \$21.90; 5 gals. brandy, 17.50; 15 gals. Medford rum, 37.50; 25 gals. whiskey, 81.25; analyzation, &c., 1.59; commission, 11.96, . . 171 70

HAVERHILL, Benj. Page, Agent.—118 $\frac{1}{2}$ gals. alcohol, \$519.03; 22 doz. ale and porter, 74.25; 39 gals. brandy, 319.50; 32 gals. cherry juice, 144.00; 40 gals. American gin, 108.00; 5 gals. St. Croix rum, 25.00; 5 gals. Jamaica rum, 30.00; 745 $\frac{1}{2}$ gals. Medford rum, 1,863.75; 850 gals. whiskey, 3,334.17; 111 gals. wine, 240.33; analyzation, &c., 86.98; commission, 339.00, . 7,084 01

HINGHAM, Jas. L. Hunt, Agent.—2 gals. brandy, \$18.00; 10 gals. Holland gin, 45.00; 45 $\frac{1}{2}$ gals. Medford rum, 113.75; 21 $\frac{1}{2}$ gals.

whiskey, 91.37; 3 gals. wine, 12.00; analyzation, &c., 2.80;
commission, 16.03, \$298 95

HINSDALE, *M. M. Wentworth*, Agent.—10 gals. alcohol, \$43.80; 10
gals. Holland gin, 45.00; 40 gals. whiskey, 170.00; analyzation,
&c., 2.59; commission, 19.52, 280 91

HOLLISTON, *Ira W. Hoffman*, Agent.—10 gals. alcohol, \$43.80; 5
gals. brandy, 38.00; 13 gals. Holland gin, 58.50; 172½ gals.
Medford rum, 431.25; 37½ gals. whiskey, 140.62; 4 gals. wine,
18.00; analyzation, &c., 12.42; commission, 41.21, 783 80

HOPKINTON, *N. Pierce*, Agent.—8 gals. alcohol, \$36.90; 3 gals.
brandy, 24.00; 10 gals. Holland gin, 45.00; 30 gals. Medford
rum, 75.00; 100 gals. whiskey, 280.00; analyzation, &c., 6.18;
commission, 31.99; total, 502 07.—*J. A. Woodbury*, Agent.—
10 gals. alcohol, 43.80; 2 gals. brandy, 18.00; 1 case cider,
4.25; 5 gals. Holland gin, 22.50; 5 gals. and 2 cases whiskey,
36.75; analyzation, &c., 3.86; commission, 9.57; total, 138.73, 640 80

HUBBARDSTON, *Chas. Davis*, Agent.—20 gals. alcohol, \$87.60; 3 doz.
ale and porter, 10.87; 2 gals. brandy, 18.00; 5 gals. Holland
gin, 22.50; 33 gals. Medford rum, 87.50; 35 gals. whiskey,
113.75; analyzation, &c., 7.61; commission, 26.07, 873 90

HULL, *Samuel H. Sawyer*, Agent.—2 gals. brandy, \$13.00; 1 gal.
Holland gin, 4.50; 4 gals. Medford rum, 10.00; 6 gals. whiskey,
22.50; 1 gal. wine, 4.50; analyzation, &c., 0.56; commission,
4.13, 59 19

IPSWICH, *S. Coburn*, Agent.—8 gals. alcohol, \$35.28; 10 gals. Hol-
land gin, 45.00; 141 gals. Medford rum, 352.50; 60 gals. whis-
key, 225.00; analyzation, &c., 6.58; commission, 41.54, 705 90

KINGSTON, *Seth Tupper*, Agent.—3 gals. alcohol, \$13.14; 1 gal.
brandy, 8.00; 5 gals. Holland gin, 22.50; 20 gals. Medford rum,
50.00; 5½ gals. whiskey, 20.62; analyzation, &c., 1.14; commis-
sion, 8.64, 124 04

LAKEVILLE, *Charles E. Jenney*, Agent.—20 gals. Medford rum,
\$50.00; 5 gals. whiskey, 18.75; analyzation, &c., 0.69; commis-
sion, 5.20, 74 64

LANCASTER, *W. H. Newman*, Agent.—10 gals. alcohol, \$45.50; 2
gals. brandy, 21.00; 10 gals. Holland gin, 45.00; 86 gals. Med-
ford rum, 215.00; 10 gals. whiskey, 37.50; analyzation, &c.,
10.29; commission, 22.62, 396 91

LAWRENCE, *J. E. Underwood*, Agent.—83½ gals. alcohol, \$370.83; 51 doz. ale and porter, 170.12; 104½ gals. brandy, 849.12; 1½ cases cordials, 17.25; 105 gals. Holland gin, 472.50; 10 gals. bay rum, 34.50; 3 gals. St. Croix rum, 15.00; 392½ gals. Medford rum, 981.25; 425 gals. whiskey, 1,614.00; 72 gals. 1 case wine, 359.25; analyzation, &c., 54.08; commission, 248.16, \$5,186 06

LEE, *F. M. Pease*, Agent.—14 doz. ale and porter, \$43.74; 44½ gals. Medford rum, 111.25; 1 case wine, 5.00; analyzation, &c., 2.60; commission, 8.13; total, 170.72.—*B. F. Morey*, Agent.—45½ gals. St. Croix rum, 227.50; 48½ gals. Medford rum, 108.75; 41½ gals. whiskey, 184.87; analyzation, &c., 6.60; commission, 29.66; total, 507.38, 678 10

LEICESTER, *Geo. O. Warner*, Agent.—2 doz. ale and porter, \$7.25; 4 gals. Holland gin, 18.00; 2 gals. St. Croix rum, 10.00; 42½ gals. Medford rum, 106.25; 20 gals. whiskey, 78.75; analyzation, &c., 5.66; commission, 14.28, 240 14

LENOX, *J. G. Stanley*, Agent.—20 gals. alcohol, \$89.30; 5 gals. brandy, 45.00; 10 gals. Holland gin, 45.00; 15 gals. St. Croix rum, 75.00; 5 gals. Jamaica rum, 30.00; 80 gals. Medford rum, 75.00; 80 gals. whiskey, 155.00; analyzation, &c., 8.99; commission, 39.24, 562 53

LEOMINSTER, *F. T. Crocker*, Agent.—30 gals. alcohol, \$188.00; 12 doz. ale and porter, 56.50; 4 gals. brandy, 36.00; 10 gals. Holland gin, 45.00; 8 gals. Jamaica rum, 18.00; 10 gals. Medford rum, 25.00; 40 gals. whiskey, 150.00; 6 gals. wine, 31.50; analyzation, &c., 5.81; commission, 37.20, 543 10

LEXINGTON, *S. K. Goddard*, Agent.—3 gals. brandy, \$30.00; 2 gals. Holland gin, 9.00; 20 gals. Medford rum, 50.00; 14 gals. whiskey, 44.00; 2 gals. wine, 6.75; analyzation, &c., 1.39; commission, 10.57, 151 71

LINCOLN, *W. F. Wheeler*, Agent.—2 gals. alcohol, \$9.10; 2 gals. Holland gin, 9.00; 1 gal. St. Croix rum, 5.00; analyzation, &c., 1.03; commission, 1.81, 25 94

LITTLETON, *William Chamberlain*, Agent.—42½ gals. Medford rum, \$106.25; 8 gals. whiskey, 12.00; analyzation, &c., 1.68; commission, 6.21, 126 24

LOWELL, *C. R. Kimball*, Agent.—41½ gals. alcohol, \$188.82; 43 gals. Medford rum, 107.50; 42 gals. whiskey, 157.50; analyzation, &c., 5.54; commission, 22.96, 482 32

LUNENBURG, Asa Kilburn, Agent.—10 gals. alcohol, \$43.80; 43½ gals. Medford rum, 108.75; 15 gals. whiskey, 56.25; analyzation, &c., 4.14; commission, 11.83, \$224 77

LYNN, W. M. Ladd, Agent.—10 gals. alcohol, \$44.40; 1 doz. ale and porter, 3.68; 8 gals. brandy, 84.00; 10 gals. Holland gin, 45.00; 85 gals. Medford rum, 212.50; 5 gals. whiskey, 21.25; 6 gals. wine, 25.00; analyzation, &c., 4.88; commission, 27.68; total, 467.79.—**Jas. W. Murray, Agent.**—5 gals. alcohol, 21.90; 10 gals. brandy, 75.00; 8 gals. Holland gin, 36.00; 1 gal. bay rum, 3.45; 49 gals. Medford rum, 122.50; 27 gals. whiskey, 94.75; 6 gals. wine, 25.00; analyzation, &c., 6.59; commission, 25.77; total, 410.96.—**Warren Tapley, Agent.**—1 gal. brandy, 9.00; 12 gals. Holland gin, 54.00; 70 gals. Medford rum, 175.00; analyzation, &c., 2.90; commission, 17.28; total, 258.18.—**J. Bulfinch, Agent.**—5 gals. Holland gin, 22.50; 87½ gals. Medford rum, 218.75; 10 gals. whiskey, 80.00; analyzation, &c., 2.72; commission, 15.01; total, 288.98, 1,425 91

MANCHESTER, Andrew Brown, Agent.—2 gals. alcohol, \$9.10; 1 gal. brandy, 10.50; 10 gals. whiskey, 50.00; analyzation, &c., 0.70; commission, 5.28, 75 58

MANSFIELD, C. T. Borden, Agent.—6 gals. Holland gin, \$20.00; 40 gals. Medford rum, 100.00; 4 gals. wine, 18.00; analyzation, &c., 1.78; commission, 10.47, 150 25

MALDEN, W. Mann, Agent.—2 gals. alcohol, \$8.76; 25 gals. Medford rum, 62.50; 5 gals. whiskey, 27.50; 1½ gals. wine, 2.63; analyzation, 1.08; commission, 7.63, 110 05

MARBLEHEAD, S. T. Prime, Agent.—10 gals. alcohol, \$46.50; 132½ gals. Medford rum, 331.25; 123 gals. whiskey, 338.25; 16½ gals. wine, 74.25; analyzation, &c., 7.90; commission, 41.07, 889 22

MARION, J. Bachelder, Agent.—2 gals. alcohol, \$9.10; 2 gals. Holland gin, 9.00; 2 gals. whiskey, 8.00; 2 gals. wine, 3.20; analyzation, &c., 0.29; commission, 2.21, 81 80

MARLBOROUGH, W. D. Burdett, Agent.—41 gals. alcohol, \$181.77; 24 gals. brandy, 104.00; 10 gals. Holland gin, 42.00; 45½ gals. Medford rum, 113.75; 41½ gals. whiskey, 166.00; analyzation, &c., 6.10; commission, 34.25; total 347.87.—**C. D. Hunter, Agent.**—10 gals. alcohol, 43.80; 10 gals. brandy, 60.60; 10 gals. Medford rum, 25.00; 30 gals. whiskey, 112.50; analyzation, &c., 2.43; commission, 18.25; total, 262.58, 910 45

MARSHFIELD, *L. Damon*, Agent.—1 doz. ale and porter, \$4.00; 10 gals. Medford rum, 25.00; 5 gals. whiskey, 20.00; 2 gals. wine, 9.00; analyzation, &c., 0.98; commission, 4.42, . . . \$63 40

MEDWAY, *Geo. Newell*, Agent.—10 gals. alcohol, \$44.40; 4 gals. brandy, 28.00; 5 gals. Holland gin, 21.00; 40 gals. Medford rum, 100.00; 20½ gals. whiskey, 73.50; 6½ gals. wine, 18.15; analyzation, &c., 3.60; commission, 21.65, . . . 310 30

MELROSE, *H. Whitney*, Agent.—8 gals. alcohol, \$13.14; 2 doz. ale and porter, 5.25; 8 gals. brandy, 61.50; 5 gals. Holland gin, 22.50; 2 gals. bay rum, 6.90; 15 gals. Medford rum, 37.50; 5 gals. whiskey, 27.50; 7 gals. wine, 23.25; analyzation, &c., 2.78; commission, 15.02, . . . 215 34

MENDON, *David Adams*, Agent.—7 gals. alcohol, \$31.26; 1 doz. ale and porter, 8.63; 5 gals. Holland gin, 22.50; 10 gals. Medford rum, 25.00; 11 gals. whiskey, 42.75; analyzation, &c., 4.85; commission, 9.76, . . . 139 75

METHUEN, *S. H. Harris, Jr.*, Agent.—8 doz. ale and porter, \$21.00; 2 gals. St. Croix rum, 10.00; 51 gals. whiskey, 193.50; analyzation, &c., 3.79; commission, 13.50, . . . 246 79

MIDDLEBOROUGH, *Geo. Soule*, Agent.—20 gals. alcohol, \$91.00; 7 doz. ale and porter, 25.87; 8 gals. brandy, 36.00; 84 gals. Medford rum, 210.00; 41½ gals. whiskey, 176.37; analyzation, &c., 7.68; commission, 32.83, . . . 579 25

MILFORD, *Geo. B. Pierce*, Agent.—41½ gals. alcohol, \$181.77; 9 doz. ale and porter, 30.62; 2 gals. cherry juice, 9.00; 20 gals. Holland gin, 66.00; 220½ gals. Medford rum, 551.25; 20½ gals. and 8 cases whiskey, 108.87; 7 gals. wine, 17.75; analyzation, &c., 12.70; commission, 52.21, . . . 1,029 67

MILLBURY, *E. Thomson*, Agent.—30 gals. alcohol, \$132.60; 24 gals. brandy, 155.00; 35 gals. Holland gin, 147.00; 88½ gals. Medford rum, 221.25; 72½ gals. whiskey, 230.37; 12 gals. wine, 54.00; analyzation, &c., 15.32; commission, 60.24, . . . 1,015 78

MIDDLETON, *E. P. Averill*, Agent.—2 gals. Medford rum, \$5.00; analyzation, &c., 0.05; commission, 0.33, . . . 5 43

MONSON, *Geo. F. Morris*, Agent.—40 gals. American gin, \$110.00; 10 gals. St. Croix rum, 50.00; 20 gals. Medford rum, 50.00; 21½ gals. whiskey, 91.37; analyzation, &c., 12.96; commission, 21.25, . . . 335 58

MONTAGUE, E. W. Hunter, Agent. —3 gals. brandy, \$18.75; 5 gals. Holland gin, 22.50; analyzation, &c., 0.41; commission, 3.11,		\$14 77
NAHANT, W. W. Johnson, Agent. —5 gals. Holland gin, \$22.50; 5 gals. whiskey, 17.50; analyzation, &c., 0.40; commission, 3.03,		48 43
NANTUCKET, John Sherman, Agent. —19 doz. ale and porter, \$56.87; 10 gals. brandy, 90.00; 4 cases cider, 17.00; 30 gals. American gin, 82.50; 84 gals. Medford. rum, 210.00; 43 gals. and 2 cases whiskey, 203.75; 24 gals. wine, 103.00; analyzation, &c., 15.88; commission, 45.28,		824 28
NATICK, E. Howe, Agent. —19 gals. brandy, \$199.50; 1 gal. cherry juice, 4.50; 23 gals. Holland gin, 103.50; 2 gals. Jamaica rum, 12.00; 82 gals. Medford rum, 205.00; 125 gals. whiskey, 428.75; 8 gals. wine, 36.20; analyzation, &c., 10.92; commission, 58.99,		1,059 86
NEW BEDFORD, George Perry, Agent. —82 gals. alcohol, \$373.10; 6 doz. porter, 24.00; 60 gals. and 2 cases brandy, 480.25; 5 gals. bay rum, 17.25; 5 gals. Jamaica rum, 30.00; 427 gals. Medford rum, 1,067.50; 228½ gals. whiskey, 884.12; 53 gals. and 8 cases wine, 317.00; analyzation, &c., 33.93; commission, 165.91,		3,393 06
NEWBURYPORT, Jos. Goodhue, Agent. —6 doz. and 3 bbls. ale and porter, \$69.00; 3 gals. brandy, 16.50; 60 gals. Holland gin, 200.00; 10 gals. St. Croix rum, 50.00; 309 gals. Medford rum, 762.50; 121 gals. whiskey, 873.75; 15 gals. wine, 67.50; analyzation, &c., 15.51; commission, 82.15,		1,636 91
NEW MARLBOROUGH, E. C. Baldwin, Agent. —10 gals. alcohol, \$43.80; 12 gals. brandy, 58.00; 10 gals. Holland gin, 45.00; 40 gals. Medford rum, 100.00; 10 gals. whiskey, 37.50; analyzation, &c., 16.14; commission, 22.52,		322 96
NEW SALEM, C. Chamberlin, Agent. —10 gals. alcohol, \$43.80; 2 doz. ale and porter, 7.25; 2 gals. brandy, 18.00; 10 gals. Holland gin, 45.00; 40½ gals. Medford rum, 101.25; analyzation, &c., 7.75; commission, 14.17,		287 22
NEEDHAM, D. Kingsbury, Agent. —½ gal. brandy, \$5.25; 2 gals. Holland gin, 9.00; 20 gals. Medford rum, 50.00; 21 gals. whiskey, 65.50; analyzation, &c., 1.30; commission, 9.82,		140 87
NEWTON, J. J. Ware, Agent. —2 gals. whiskey, \$8.50; 2 gals. wine, 5.50; analyzation, &c., 0.14; commission, 1.06,		15 20

NORTHAMPTON, <i>W. F. Arnold</i> , Agent.—40 gals. alcohol, \$182.00; 29 doz. ale and porter, 91.37; 45½ gals. Medford rum, 113.75; 87½ gals. whiskey, 371.87; analyzation, &c., 9.59; commission, 38.43,		\$807 01
NORTH ANDOVER, <i>John Foster</i> , Agent.—6 gals. alcohol, \$26.28; 15 gals. brandy, 58.80; 3 gals. Holland gin, 13.50; 164½ gals. whiskey, 504.12; analyzation, &c., 6.03; commission, 32.94, . . .		641 67
NORTHBOROUGH, <i>E. P. Daboll</i> , Agent.—40½ gals. alcohol, \$177.39; 2 gals. brandy, 18.00; 2 gals. Holland gin, 9.00; 41½ gals. Medford rum, 103.75; 44 gals. whiskey, 137.00; analyzation, 4.45; commission, 23.43,		473 02
NORTH BRIDGEWATER, <i>Geo. Clark</i> , Agent.—42½ gals. alcohol, \$186.15; 7 doz. ale and porter, 25.37; 21 gals. brandy, 132.00; 10 gals. Holland gin, 45.00; 85 gals. Medford rum, 212.50; 41½ gals. whiskey, 176.37; analyzation, &c., 8.57; commission, 43.79,		829 75
NORTH BROOKFIELD, <i>Hiram Edson</i> , Agent.—20 doz. ale and porter, \$74.74; 15 gals. brandy, 111.50; 20 gals. Holland gin, 90.00; 41 gals. Medford rum, 102.50; analyzation, &c., 10.03; commission, 24.67,		413 44
NORTHFIELD, <i>P. Hall</i> , Agent.—5 gals. alcohol, \$22.75; 2 gals. Holland gin, 9.00; 5 gals. whiskey, 21.25; analyzation, &c., 3.33; commission, 4.23,		60 56
NORTH READING, <i>S. E. Abbott</i> , Agent.—2 gals. alcohol, \$8.76; 1 doz. porter, 4.00; 6 gals. brandy, 50.50; 2 gals. Holland gin, 9.00; 45 gals. Medford rum, 112.50; 80 gals. whiskey, 105.00; 1 gal. wine, 4.50; analyzation, &c., 2.95; commission, 19.40, . .		316 61
OAKHAM, <i>Jas. Packard</i> , Agent.—5 gals. Medford rum, \$12.50; 5 gals. whiskey, 18.75; analyzation, &c., 2.11; commission, 2.50, . . .		35 86
ORANGE, <i>Edward Barton</i> , Agent.—41 gals. alcohol, \$186.55; 10 gals. brandy, 65.00; analyzation, &c., 4.82; commission, 14.52, . .		270 89
ORLEANS, <i>S. Linnell</i> , 2d, Agent.—4 gals. alcohol, \$17.76; 2 gals. brandy, 18.00; 2 gals. Holland gin, 9.00; 5 gals. Medford rum, 12.50; 4 gals. whiskey, 15.00; analyzation, &c., 2.98; commis- sion, 5.64,		80 88
OXFORD, <i>Charles Rawson</i> , Agent.—10 gals. alcohol, \$43.80; 20 gals. Holland gin, 90.00; 5 gals. St. Croix rum, 25.00; 94½ gals. Medford rum, 236.25; 20 gals. whiskey, 80.00; 10 gals. wine, 34.75; analyzation, &c., 17.04; commission, 33.54,		560 38

PALMER, O. P. Allen, Agent. —20 gals. brandy, \$120.00; 43 gals. American gin, 118.25; 5 gals. St. Croix rum, 25.00; 42½ gals. Medford rum, 106.25; 10 gals. whiskey, 42.50; analyzation, &c., 12.91; commission, 26.06,	\$450 97
PAXTON, O. Goodnow, Agent. —5 gals. alcohol, \$21.90; 20 gals. Medford rum, 50.00; analyzation, &c., 0.72; commission, 5.45,	78 07
PEPPERELL, C. H. Winn, Agent. —2 doz. ale and porter, \$5.25; 5 gals. whiskey, 21.25; analyzation, &c., 0.66; commission, 2.08,	29 19
PERU, J. Ferguson, Agent. —5 gals. alcohol, \$22.50; analyzation, &c., 0.23; commission, 1.70,	24 43
PETERSHAM, C. Andrews, Agent. —7 gals. brandy, \$44.00; 10 gals. Holland gin, 45.00; 3 gals. Medford rum, 7.50; analyzation, &c., 5.62; commission, 7.66,	109 78
PLAINFIELD, F. Hamlin, Agent. —60 gals. alcohol, \$45.00; 2 gals. Holland gin, 9.00; analyzation, &c., 3.10; commission, 4.31,	61 91
PLYMOUTH, C. T. May, Agent. —20 gals. alcohol, \$92.00; 7 doz. ale and porter, 25.37; 6 gals. brandy, 63.00; 10 gals. Holland gin, 45.00; 128½ gals. Medford rum, 821.25; 80 gals. whiskey, 112.50; 10 gals. wine, 27.50; analyzation, &c., 9.41; commission, 43.43,	739 46
PLYMPTON, A. Wright, Agent. —2 gals. alcohol, \$8.76; 2 gals. Holland gin, 9.00; 41½ gals. Medford rum, 103.75; 4 gals. whiskey, 15.00; analyzation, &c., 6.16; commission, 8.05,	150 72
PRINCETON, J. C. Davis, Agent. —5 gals. alcohol, \$21.90; 5 gals. whiskey, 20.00; analyzation, &c., 0.42; commission, 3.18,	45 50
PROVINCETOWN, F. Hamilton, Agent. —20 gals. alcohol, \$87.60; 7 doz. ale and porter, 25.37; 5 gals. brandy, 45.00; 84 gals. Medford rum, 210.00; 10 gals. wine, 33.00; analyzation, &c., 7.15; commission, 24.65,	492 77
QUINCY, C. C. Johnson, Agent. —2 gals. brandy, \$16.00; 3 gals. Holland gin, 13.50; 1 gal. St. Croix rum, 5.00; 40 gals. Medford rum, 100.00; 20 gals. whiskey, 77.50; analyzation, &c., 2.91; commission, 16.10,	231 01
RANDOLPH, F. Porter, Agent. —4 gals. Holland gin, \$18.00; 43½ gals. Medford rum, 103.75; 41 gals. whiskey, 153.75; 8 gals. wine, 10.75; analyzation, &c., 2.92; commission, 15.43,	309 60

READING, <i>L. E. Gleason</i> , Agent.—8 gals. alcohol, \$35.58; 1½ doz. porter, 5.00; 2 gals. brandy, 24.00; 4 gals. Holland gin, 18.00; 1 gal. St. Croix rum, 5.00; 30 gals. Medford rum, 75.00; 26 gals. whiskey, 93.50; 1 gal. wine, 6.00; analyzation, &c., 4.44; commission, 19.86,	\$286 38
REHOBOTH, <i>N. B. Horton</i> , Agent.—¼ gal. brandy, \$4.50; 2 gals. American gin, 5.50; 12 gals. Medford rum, 30.00; 5 gals. whiskey, 15.00; analyzation, &c., 1.16; commission, 4.21,	60 37
ROWE, <i>Edward Wright</i> , Agent.—2 gals. brandy, \$8.00; 2 gals. whiskey, 8.00; analyzation, &c., 2.16; commission, 1.36,	19 52
ROWLEY, <i>J. Scott Todd</i> , Agent.—5 gals. alcohol, \$22.75; 2 gals. cherry juice, 9.00; 5 gals. Holland gin, 22.50; 46½ gals. Medford rum, 116.25; 20 gals. whiskey, 83.75; analyzation, &c., 6.24; commission, 15.18,	275 67
ROXBURY, <i>Geo. B. Faunce</i> , Agent.—1 gal. brandy, \$12.00; analyzation, &c., 0.12; commission, 0.91,	13 03
ROYALSTON, <i>B. W. Rich</i> , Agent.—10 gals. alcohol, \$43.80; 2 gals. brandy, 21.00; analyzation, &c., 0.65; commission, 4.91,	70 36
RUSSELL, <i>E. Beach</i> , Agent.—5 gals. alcohol, \$21.90; 5 gals. Holland gin, 19.50; 5 gals. St. Croix rum, 25.00; 52½ gals. Medford rum, 131.25; 10 gals. whiskey, 35.00; analyzation, &c., 2.82; commission, 14.96,	250 48
SALEM, <i>W. L. Arvedson</i> , Agent.—40 gals. alcohol, \$175.20; 6 doz. porter, 24.00; 21 gals. brandy, 157.50; 43½ gals. American gin, 119.62; 883 gals. Medford rum, 967.63; 123½ gals. whiskey, 421.00; 61 gals. and 2 cases wine, 204.10; analyzation, &c., 21.59; commission, 104.92,	2,195 56
SALISBURY, <i>J. M. Pettingill</i> , Agent.—44½ gals. alcohol, \$194.91; 2 doz. porter, 7.25; 12 gals. brandy, 65.40; 2 cases cordials, 22.00; 20 gals. Holland gin, 84.00; 2 gals. bay rum, 6.90; 172 gals. Medford rum, 430.00; 120 gals. whiskey, 408.99; 20 gals. wine, 55.00; analyzation, &c., 12.13; commission, 70.13,	1,356 71
SANDSFIELD, <i>J. S. Fuller</i> , Agent.—2 doz. ale and porter, \$5.25; 40 gals. Medford rum, 100.00; 42 gals. whiskey, 115.50; analyzation, &c., 3.11; commission, 11.33,	235 19
SAVOY, <i>Wm. Sherman</i> Agent.—5 gals. alcohol, \$21.90; 5 gals. brandy, 20.00; 5 gals. Holland gin, 22.50; 5 gals. St. Croix	

rum, 25.00; 15 gals. Medford rum, 37.50; 5 gals. whiskey, 18.75; analyzation, &c., 8.51; commission, 11.56, . . . \$165 72

SANDWICH, *F. S. Pope*, Agent.—2 doz. ale and porter, \$7.25; 4 gals. brandy, 45.00; 10 gals. Holland gin, 45.00; 43½ gals. Medford rum, 108.75; 22 gals. and 16 cases whiskey, 286.00; 6 gals. wine, 23.50; analyzation, &c., 7.67; commission, 36.45, . . . 559 62

SCITUATE, *R. Cook*, Agent.—1 gal. alcohol, \$4.38; 10 gals. Medford rum, 25.00; 10 gals. whiskey, 27.50; 1 gal. wine, 2.45; analyzation, &c., 0.60; commission, 4.49, . . . 64 42

SHARON, *W. Richards*, Agent.—5 gals. alcohol, \$22.75; 2 gals. Holland gin, 9.00; 2 gals. whiskey, 7.50; 2 gals. wine, 8.00; analyzation, &c., 0.48; commission, 3.58, . . . 51 31

SHEFFIELD, *J. C. Bates*, Agent.—10 gals. alcohol, \$45.50; 7 gals. brandy, 38.00; 5 gals. Holland gin, 22.50; 5 gals. St. Croix rum, 25.00; 5 gals. wine, 17.50; analyzation, &c., 7.65; commission, 11.78, . . . 167 93

SHELBURNE, *A. H. Taylor*, Agent.—40 gals. brandy, \$160.00; 40 gals. Medford rum, 100.00; 22½ gals. whiskey, 84.37; 4 gals. wine, 16.00; analyzation &c., 15.80; commission, 25.69, . . . 401 86

SHERBORN, *Geo. B. Hooker*, Agent.—2 gals. Holland gin, \$9.00; 10 gals. Medford rum, 25.00; 10 gals. whiskey, 32.50; 2 gals. wine, 3.50; analyzation, &c., 0.71; commission, 5.29, . . . 76 00

SHIRLEY, *A. Crossman*, Agent.—10 gals. alcohol, \$46.50; 10 gals. Holland gin, 45.00; 43½ gals. Medford rum, 108.75; analyzation, &c., 5.60; commission, 12.68, . . . 218 53

SOMERSET, *E. J. Slade*, Agent.—43 gals. Medford rum, \$107.50; 10 gals. whiskey, 37.50; analyzation, &c., 1.46; commission, 8.27, . . . 154 73

SOUTHBOROUGH, *L. W. Newton*, Agent.—12 gals. brandy, \$81.50; 10 gals. Holland gin, 45.00; 3 gals. bay rum, 10.35; 44½ gals. Medford rum, 111.25; 50 gals. whiskey, 172.50; analyzation, &c., 12.57; commission, 29.66, . . . 462 83

SOUTHBRIDGE, *W. C. Barnes*, Agent.—8 doz. ale and porter, \$29.01; 8 gals. brandy, 16 50; 3 gals. St. Croix rum, 15.00; 46 gals. Medford rum, 115.00; 85½ gals. whiskey, 139.32; 4 gals. wine, 7.00; analyzation, &c., 5.62; commission, 18.10, . . . 345 55

SOUTH DANVERS, *Thomas Trask*, Agent.—5 gals. alcohol, \$21.90; 12 gals. brandy, 71.00; 25 gals. Holland gin, 85.50; 83 gals.

Medford rum, 207.50; 25 gals. whiskey, 83.75; 10 gals. wine, 24.50; analyzation, &c., 6.13; commission, 30.85, . . .	\$531 13
SOUTH READING, Peter Wiley, Agent. —10 gals. alcohol, \$45.00; 7 doz. ale and porter, 25.37; 6 gals. brandy, 27.00; 10 gals. Holland gin, 45.00; 42½ gals. Medford rum, 106.25; 68 gals. whiskey, 254.99; analyzation, &c., 5.04; commission, 23.47, . . .	537 12
SOUTH SCITUATE, George Beasley, Agent. —2 gals. alcohol, \$3.76; 2 gals. Holland gin, 9.00; 10 gals. Medford rum, 25.00; 4 gals. whiskey, 16.00; analyzation, &c., 0.59; commission, 4.44, . . .	63 79
SPENCER, E. P. Cutler, Agent. —10 gals. alcohol, \$43.80; 2 gals. brandy, 18.00; 10 gals. Medford rum, 25.00; 10 gals. whiskey, 50.00; analyzation, &c., 7.02; commission, 10.79, . . .	154 61
SPRINGFIELD, L. H. Pease, Agent. —41½ gals. Holland gin, \$186.75; 43 gals. St. Croix rum, 215.00; 40½ gals. whiskey, 151.87; analyzation, &c., 8.04; commission, 38.59, . . .	600 25
STERLING, Fred. Goss, Agent. —11 gals. alcohol, \$50.70; 5 gals. brandy, 28.50; 21 gals. Holland and American gin, 68.00; 20 gals. Medford rum, 50.00; 29 gals. whiskey, 106.25; analyzation, &c., 8.03; commission, 23.00, . . .	329 48
STOCKBRIDGE, N. A. Waters, Agent. —40 gals. alcohol, \$177.60; 20 gals. brandy, 80.00; 5 gals. wine, 22.50; analyzation, &c., 11.11; commission, 21.83, . . .	313 04
STONEHAM, H. Goodrich, Agent. —5 gals. Holland gin, \$21.00; 85 gals. Medford rum, 212.50; 5 gals. wine, 22.50; analyzation, &c., 2.60; commission, 14.02, . . .	272 62
STOW, Thomas Wouldhave, Agent. —4 gals. Holland gin, \$16.00; 9 gals. Medford rum, 22.50; 9 gals. whiskey, 24.75; 2 gals. wine, 8.00; analyzation, &c., 2.26; commission, 5.51, . . .	79 02
STOUGHTON, S. Paul, Agent. —2 gals. brandy, \$16.00; 2 cases cider, 8.50; 15 gals. Holland gin, 67.50; 88 gals. Medford rum, 220.00; 30½ gals. whiskey, 114.37; analyzation, &c., 4.26; commission, 23.62, . . .	454 25
SUDBURY, Jonas Tower, Agent. —4 gals. alcohol, \$17.52; ½ doz. porter, 2.00; 1 gal. brandy, 10.50; 8½ gals. Holland gin, 13.62; ½ gal. Jamaica rum, 3.00; 12 gals. Medford rum, 30.00; 4 gals. whiskey, 15.00; 2 gals. wine, 7.00; analyzation, &c., 0.99; commission, 7.47, . . .	107 10

SUNDERLAND, *William Hunt*, Agent.—5 gals. alcohol, \$21.90; 12 gals. brandy, 48.00; 12 gals. Medford rum, 30.00; 24 gals. whiskey, 96.00; analyzation, &c., 8.36; commission, 14.95, . \$214 21

SUTTON, *R. C. Hall*, Agent.—1 doz. porter, \$4.00; 10 gals. American gin, 27.00; 87 gals. Medford rum, 218.00; 10 gals. whiskey, 37.50; analyzation, &c., 7.36; commission, 16.52; total, 810.38.
—*S. B. Holbrook*, Agent.—41½ gals. Medford rum, 103.75; analyzation, &c., 1.54; commission, 5.26; total, 110.55, . 420 93

SWAMPSCOTT, *J. P. Porter*, Agent.—3 gals. brandy, \$18.00; 4 gals. Holland gin, 18.00; 15 gals. Medford rum, 37.50; 40 gals. whiskey, 110.00; analyzation, &c., 1.87; commission, 13.89, 199 26

TAUNTON, *George B. Burt*, Agent.—40½ gals. alcohol, \$177.39; 19 doz. ale and porter, 48.35; 21 gals. brandy, 220.55; 343½ gals. Medford rum, 858.75; 81½ gals. whiskey, 386.25; analyzation, &c., 17.91; commission, 85.61, 1,794 76

TEMPLETON, *Jonas Phelps*, Agent.—5 gals. brandy, \$20.00; 20 gals. Holland gin, 90.00; 20 gals. Medford rum, 50.00; 5 gals. wine, 22.50; analyzation, &c., 8.22; commission, 14.48; total, 205.20.
—*John E. Newton*, Agent.—2 doz. porter, 7.25; 2 gals. brandy, 18.00; 5 gals. Holland gin, 22.50; 50 gals. Medford rum, 125.00; 30 gals. whiskey, 112.50; analyzation, &c., 3.36; commission, 21.64; total 310.25, 515 45

TWINSBURY, *A. Frost*, Agent.—½ gal. brandy, \$3.00; 18 gals. Medford rum, 45.00; 12 gals. whiskey, 36.00; analyzation, &c., 0.84; commission, 6.37, 91 21

TOPSFIELD, *D. E. Davis*, Agent.—4 gals. brandy, \$48.00; 30 gals. Medford rum, 75.00; analyzation, &c., 1.23; commission, 9.32, 133 55

TOWNSEND, *S. Sloan*, Agent.—10 gals. alcohol, \$45.15; 2 gals. brandy, 16.00; 2 gals. Holland gin, 8.00; 15 gals. Medford rum, 37.50; 10 gals. whiskey, 30.00; 1 gal. wine, 5.50; analyzation, &c., 2.43; commission, 10.85, 155 43

TEURO, *Amasa Paine*, Agent.—1 gal. alcohol, \$4.88; 3 doz. ale and porter, 9.25; 3 gals. Holland gin, 13.50; 20 gals. Medford rum, 50.00; 2 gals. whiskey, 7.50; 2 gals. wine, 9.00; analyzation, 2.57; commission, 7.22, 103 42

TYNGSBOROUGH, *H. A. Littlehale*, Agent.—2 gals. Holland gin, \$9.00; 10 gals. Medford rum, 25.00; 5 gals. whiskey, 20.00; analyzation, &c., 3.99; commission, 4.35, 62 34

TYRINGHAM, <i>H. Ward</i> , Agent.—48½ gals. Medford rum,, \$121.25; 10 gals. whiskey, 40.00; analyzation, &c., 3.66; commission, 9.30,	\$174 21
UPTON, <i>Geo. N. Morse</i> , Agent.—15 gals. alcohol, \$65.70; 3 gals. brandy, 24.00; 10 gals. Holland gin, 40.00; 10 gals. whiskey, 87.50; analyzation, 8.82; commission, &c., 13.17,	188 69
UXBRIDGE, <i>R. D. Mowry</i> , Agent.—42 gals. alcohol, \$183.96; 6 doz. porter, 24.00; 41½ gals. Holland gin, 186.75; 42½ gals. Med- ford rum, 106.25; 22 gals. whiskey, 82.50; analyzation, &c., 7.43; commission, 34.29,	625 18
WALPOLE, <i>S. W. Hartshorn</i> , Agent.—6 gals. alcohol, \$27.50; 2 doz. porter, 7.25; 4 gals. brandy, 26.00; 6 gals. Holland gin, 27.00; 6 gals. Medford rum, 15.00; 20 gals. whiskey, 80.00; 2 gals. wine, 9.30; analyzation, &c., 8.77; commission, 15.04,	215 86
WALTHAM, <i>Jarvis Lewis</i> , Agent.—3 gals. alcohol, \$13.14; 1 doz. porter, 3.63; 11 gals. brandy, 79.00; 2 gals. Holland gin, 9.00; 2 gals. wine, 8.00; analyzation, &c., 1.13; commission, 8.55,	122 45
WAREHAM, <i>L. A. Runnells</i> , Agent.—20 gals. alcohol, \$87.60; 45 gals. Medford rum, 112.50; 16½ gals. whiskey, 57.75; 2 gals. wine, 9.00; analyzation, &c., 3.18; commission, 17.40,	287 43
WARREN, <i>Joseph S. Davis</i> , Agent.—41 gals. alcohol, \$184.50; 2 gals. brandy, 18.00; 10 gals. Holland gin, 45.00; 50½ gals. Medford rum, 126.25; 86 gals. whiskey, 801.00; 2 gals. wine, 8.00; analyzation, &c., 10.29; commission, 36.49,	729 53
WARWICK, <i>Charles L. Sawyer</i> , Agent.—10 gals. alcohol, \$43.80; 1 gal. brandy, 9.00; analyzation, &c., 1.88; commission, 4.18,	59 86
WATERTOWN, <i>S. Noyes</i> , Agent.—10 gals. alcohol, \$45.50; 16 doz. ale and porter, 42.00; 5 gals. brandy, 41.50; 5 gals. Holland gin, 22.50; 1 gal. bay rum, 3.45; 20 gals. Medford rum, 50.00; 6 gals. whiskey, 22.50; 5 gals. wine, 22.00; analyzation, &c., 3.29; commission, 17.89,	270 63
WAYLAND, <i>J. M. Seaward</i> , Agent.—2 gals. alcohol, \$9.00; 1 doz. porter, 3.63; 1 gal. brandy, 9.00; 5 gals. Medford rum, 12.50; analyzation, &c., 1.55; commission, 2.67,	38 35
WELLFLEET, <i>R. Higgins, 2d</i> , Agent.—4 doz. porter, \$15.25; 7 gals. gals. brandy, 50.50; 9½ gals. Holland gin, 39.90; 92 gals. Med- ford rum, 230.00; 20 gals. whiskey, 55.00; analyzation, &c., 7.40; commission, 24.03,	422 03

WENDELL, *Danforth Putnam*, Agent.—40 gals. whiskey, \$110.00; .
 analyzation, &c., 1.60; commission, 5.58, \$117 18

WENHAM, *R. A. Dodge*, Agent.—2 gals. alcohol, \$9.10; 2 doz. por-
 ter, 7.25; 2 gals. brandy, 14.00; 1 gal. Holland gin, 4.50; 22
 gals. Medford rum, 55.00; 16 gals. whiskey, 44.00; analyzation,
 &c., 2.92; commission, 10.26, 147 08

WESTBOROUGH, *F. Faulkner, Jr.*, Agent.—10 gals. brandy, \$80.00;
 20 gals. Holland gin, 85.00; 80 gals. Medford rum, 75.00; 10
 gals. whiskey, 32.50; 5 gals. wine, 22.50; analyzation, &c.,
 15.65; commission, 23.28, 333 98

WEST BOYLSTON, *A. H. Wood*, Agent.—15 gals. alcohol, \$69.00;
 14 gals. brandy, 75.00; 15 gals. Holland gin, 63.00; 20 gals.
 Medford rum, 50.00; 10 gals. whiskey, 37.50; 2 gals. wine,
 9.00; analyzation, &c., 3.55; commission, 23.01, 330 06

WEST BRIDGEWATER, *A. Copeland*, Agent.—5 gals. alcohol,
 \$21.90; 2 gals. brandy, 21.00; 41½ gals. Medford rum, 103.75;
 15 gals. whiskey, 56.25; 2 gals. whiskey, 9.00; analyzation, &c.,
 2.12; commission, 13.43, 227 45

WEST BROOKFIELD, *L. A. Blair*, Agent.—30 gals. alcohol, \$132.60;
 1 doz. ale and porter, 2.63; 7 gals. brandy, 38.00; 25 gals.
 Medford rum, 62.50; 20 gals. whiskey, 91.25; analyzation, &c.,
 18.59; commission, 25.74, 366 31

WESTFORD, *D. A. Dow*, Agent.—4 gals. alcohol, \$17.56; 2 gals.
 brandy, 16.00; 4 gals. Holland gin, 4.50; 6 gals. whiskey,
 19.50; analyzation, &c., 1.18; commission, 4.38, 63 42

WESTFIELD, *A. Parks*, Agent.—6 doz. porter, \$24.00; 46 gals.
 brandy, 202.00; 3 gals. Holland gin, 13.50; 20 gals. St. Croix
 rum, 100.00; 2 gals. Jamaica rum, 12.00; 96½ gals. Medford
 rum, 241.25; 15 gals. whiskey, 63.75; 2 gals. wine, 10.00;
 analyzation, &c., 14.67; commission, 40.09, 721 26

WEST NEWBURY, *J. E. Bartlett*, Agent.—6 gals. alcohol, \$26.64;
 1 gal. brandy, 10.50; 5 gals. Holland gin, 22.50; 30 gals. Med-
 ford rum, 75.00; 25 gals. whiskey, 88.75; analyzation, &c.,
 2.26; commission, 16.88, 242 53

WESTPORT, *J. C. Macomber*, Agent.—10 gals. alcohol, \$43.80; 2
 gals. brandy, 18.00; 44½ gals. Medford rum, 111.25; 10 gals.
 whiskey, 32.50; 2 gals. wine, 9.00; analyzation, &c., 2.65;
 commission, 13.48, 230 68

WEST ROXBURY, *J. P. George*, Agent.—10 gals. alcohol, \$43.80; 1 doz. ale and porter, 2.68; 5 gals. brandy, 82.50; analyzation, &c., 1.19; commission, 5.99,

WESTON, *J. Upham*, Agent.—2 gals. alcohol, \$8.76; 1 gal. brandy, 9.00; 8 gals. Medford rum, 20.00; 4 gals. whiskey, 18.00; 2 gals. wine, 4.90; analyzation, &c., 0.51; commission, 4.21,

WEST STOCKBRIDGE, *H. M. Buck*, Agent.—15 gals. brandy, \$85.00; 5 gals. Holland gin, 22.50; 5 gals. St. Croix rum, 25.00; 21½ gals. whiskey, 80.62; analyzation, &c., 6.88; commission, 14.48,

WEYMOUTH, *A. S. White*, Agent.—30 gals. alcohol, \$131.40; 6 doz. ale and porter, 18.50; 12 gals. brandy, 76.00; 10 gals. Holland gin, 45.00; 48 gals. Medford rum, 120.00; 62 gals. whiskey, 232.49; 5 gals. wine, 20.00; analyzation, &c., 8.63; commission, 40.00,

WILLIAMSTOWN, *N. F. Smith*, Agent.—5 gals. brandy, \$45.00; 20 gals. Holland gin, 90.00; 20 gals. Medford rum, 50.00; 20½ gals. whiskey, 76.87; 10 gals. wine, 45.00; analyzation, &c., 11.49; commission, 21.93,

WILMINGTON, *S. B. Nichols*, Agent.—8 gals. alcohol, \$13.14; 8 gals. Holland gin, 18.05; 9 gals. Medford rum, 22.50; 8 gals. whiskey, 22.50; analyzation, &c., 0.72; commission, 5.89,

WILLIAMSBURG, *N. C. Wisley*, Agent.—5 gals. brandy, \$45.00; 23 gals. whiskey, 82.50; analyzation, &c., 2.68; commission, 7.78,

WINCHENDON, *G. Q. A. Bryant*, Agent.—41 gals. alcohol, \$179.59; 5 gals. brandy, 45.00; 41 gals. whiskey, 153.75; analyzation, &c., 5.18; commission, 22.34,

WINDSOR, *A. Nichols*, Agent.—10 gals. alcohol, \$43.80; 42½ gals. Medford rum, 106.25; analyzation, &c., 3.05; commission, 8.80,

WORCESTER, *James Green*, Agent.—43 gals. alcohol, \$193.50; 10 gals. Holland gin, 45.00; 44 gals. Medford rum, 121.00; 40½ gals. whiskey, 151.87; analyzation, &c., 7.16; commission, 27.11,

YARMOUTH, *Samuel Thacher, Jr.*, Agent.—41½ gals. Medford rum, \$103.75; 10 gals. whiskey, 37.50; analyzation, &c., 1.67; commission, 8.08,

WORTHINGTON, *S. N. Parish*, Agent.—5 gals. alcohol, \$21.90; 3 gals. brandy, 27.00; 3 gals. Holland gin, 13.50; 3 gals. whiskey, 12.00; analyzation, &c., 6.24; commission, 6.04, . . . \$86 68

STATE OF MAINE.

FREEDOM, *T. M. Moulton*, Agent.—3 gals. brandy, \$24.00; 5 gals. Holland gin, 22.50; 89 gals. Medford rum, 222.50; 42 gals. whiskey, 115.50; analyzation, &c., 6.94; commission, 20.80, . . . 412 24

STATE OF NEW HAMPSHIRE.

CANAAN, *E. B. Miner*, Agent.—20 gals. alcohol, \$87.60; 2 gals. brandy, 16.00; 5 gals. Holland gin, 22.50; 41 gals. Medford rum, 102.50; 22 gals. whiskey, 82.50; analyzation, &c., 6.82; commission, 19.00, . . . 386 92

CONCORD, *Calvin Thom*, Agent.—46 gals. Holland gin, \$207.00; 3 gals. wine, 13.50; analyzation, &c., 3.71; commission, 16.81, . . . 241 02

ENFIELD, *E. C. Chandler*, Agent.—5 gals. Holland gin, \$22.50; analyzation, &c., 0.28; commission, 1.70; total, 24.48—*G. W. Johnson*, Agent.—10 gals. alcohol, 43.80; 1 gal. brandy, 8.00; 20 gals. Medford rum, 50.00; 10 gals. whiskey, 30.00; 2 gals. wine, 6.00; analyzation, &c., 9.38; commission, 11.04; total, 158.22, . . . 182 65

HANOVER, *J. A. Smith*, Agent.—41½ gals. alcohol, \$188.82; 15 gals. wine, 53.75; analyzation, &c., 5.38; commission, 13.83, . . . 261 78

HOLDERNESS, *John R. Willonby*, Agent.—5 gals. brandy, \$40.00; 20 gals. Holland gin, 87.00; 45½ gals. Medford rum, 113.75; analyzation, &c., 6.61; commission, 15.66, . . . 263 02

HUDSON, *Geo. W. Hills*, Agent.—10 gals. Holland gin, \$45.00; 1 gal. bay rum, 3.45; 87 gals. Medford rum, 217.50; 16 gals. whiskey, 60.00; 2 gals. wine, 9.00; analyzation, &c., 3.35; commission, 18.35, . . . 356 65

JAFFREY, *G. A. Phelps* Agent.—10 gals. alcohol, \$43.80; analyzation, 0.44; commission, 3.31, . . . 47 55

LEBANON, *Geo. S. Kendrick*, Agent.—20 gals. alcohol, \$87.60; 2 bbls. alc, 30.00; 5 gals. brandy, 40.00; 52½ gals. Holland and

American gin, 159.75; 60½ gals. whiskey, 226.82; analyzation, &c., 12.16; commission, 82.82,

LYME, C. P. *Fairfield*, Agent.—5 gals. brandy, \$52.50; 40 gals. whiskey, 170.00; analyzation, &c., 2.72; commission, 12.59, . .

NEWPORT *John Karr*, Agent.—10 gals. alcohol, \$43.80; 42 gals. Medford rum, 105.00; analyzation, &c., 3.54; commission, 8.77,

NORTHWOOD, *Thos. Tuttle*, Agent.—41 gals. alcohol, \$179.58; 2 gals. brandy, 18.00; 5 gals. Holland gin, 22.50; analyzation, &c., 4.11; commission, 12.90,

OXFORD, T. J. *Fifield*, Agent.—10 gals. whiskey, \$30.00; analyzation, &c., 2.35; commission, 2.42,

PLAINFIELD, E. *Walker*, Agent.—42½ gals. alcohol, \$186.15; analyzation, &c., 2.36; commission, 9.42,

PLYMOUTH, S. *Moulton*, Agent.—8 gals. brandy, \$27.00; 5 gals. Holland gin, 22.50; 41 gals. Medford rum, 102.50; 41 gals. whiskey, 153.75; analyzation, &c., 6.16; commission, 16.89, . .

RICHMOND, O. *Whipple*, Agent.—84½ gals. Medford rum, \$211.25; analyzation, &c., 2.62; commission, 10.69,

SOMERSWORTH, J. G. *Kennison*, Agent.—5 gals. alcohol, \$21.90; 5 gals. brandy, 35.00; 2 gals. cherry juice, 9.00; 10 gals. Holland gin, 36.25; 2 gals. bay rum, 6.90; 42 gals. Medford rum, 105.00; 22 gals. whiskey, 82.50; analyzation, &c., 6.87; commission, 18.02,

TAMWORTH, S. E. *Remick*, Agent.—20 gals. alcohol, \$94.00; 2 gals. brandy, 21.00; 10 gals. Holland gin, 45.00; 41½ gals. Medford rum, 103.75; 5 gals. whiskey, 25.00; 1 gal. wine, 5.00; analyzation, &c., 10.49; commission, 20.20,

WEBSTER, A. *Sweatt*, Agent.—10 gals. alcohol, \$43.80; 2 gals. Holland gin, 8.50; 3 gals. whiskey, 10.50; 1 gal. wine, 4.00; analyzation, &c., 2.42; commission, 5.18,

WOLFBOROUGH, H. R. *Parker*, Agent.—10 gals. alcohol, \$43.80; 6 doz. ale and porter, 18.50; 5 gals. brandy, 45.00; 2 gals. Jamaica rum, 12.00; 10 gals. Medford rum, 25.00; 7 gals. wine, 26.00; analyzation, &c., 9.10; commission, 13.45, . . .

RECAPITULATION.

Amount of sales from July 10th, 1866, to October 1st, 1866, including Analyzation, and charges, for Trucking and Package,		\$91,104 08
Commissions,		5,480 79
		<hr/>
		\$96,584 87
		<hr/>

CREDIT.

By amount of Commissions,	\$5,480 79
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DEBIT.

To cash paid for—	
Rent, Insurance and Taxes,	\$330 21
Clerk hire,	1,115 00
Miscellaneous expenses, including Printing, Stamps, extra labor, travelling, &c.,	1,979 45
	<hr/>
	3,424 66
	<hr/>
Profits to Commissioner,	\$2,006 13

*ist of Cities and Towns in Massachusetts that have not purchased
either of the Commissioners.*

CITIES AND TOWNS.	Agents.	CITIES AND TOWNS.	Agents.
lford, . . .	Horace S. Fitch.	Monterey, . . .	Hyland D.
cushnet, . . .	J. S. Spooner.	Montgomery, . . .	L. G. Ally
shfield, . . .	L. E. Coleman.	Middlefield, . . .	-
gawam, . . .	- -	Milton, . . .	-
uckland, . . .	A. Woodward.	Mattapoisett, . . .	W. E. Spa
landford, . . .	Henry Moore.	New Ashford, . . .	-
righton, . . .	Joseph H. Milner.	Norton, . . .	W. D. Wet
oylston, . . .	- -	Newbury, . . .	Isaac W. I
larksburg, . . .	Briggs Bros.	Newton, . . .	John J. W
hesterfield, . . .	William Davis.	North Chelsea, . . .	John H. P
ummington, . . .	Cransf'd Rhodes.	New Braintree, . . .	-
ambridge, . . .	- -	Pelham, . . .	-
arlisle, . . .	G. F. Dunn.	Richmond, . . .	-
helsea, . . .	J. F. Wentworth.	Raynham, . . .	H. C. Cran
artmouth, . . .	- -	Rutland, . . .	-
over, . . .	John Adams.	Seekonk, . . .	A. W. Arm
gremont, . . .	- -	Saugus, . . .	-
ill, . . .	S. P. Stratton.	South Hadley, . . .	H. Smith, J
ranville, . . .	- -	Southampton, . . .	A. G. Judd
oshen, . . .	- -	Somerville, . . .	-
rafton, . . .	James W. White.	Tolland, . . .	A. L. Fowl
arwich, . . .	- -	Washington, . . .	-
awley, . . .	- -	W. Springfield, . . .	A. D. Bagg
oath, . . .	Hiram Temple.	Wilbraham, . . .	Dr. S. Fox
olland, . . .	W. A. Webber.	Westhampton, . . .	T. C. Dave
olyoke, . . .	E. H. Flagg.	Winchester, . . .	-
antington, . . .	A. Lyman.	Woburn, . . .	-
unover, . . .	John S. Brooks.	Winthrop, . . .	P. Wadsw
nnfield, . . .	- -	Webster, . . .	-
yden, . . .	- -		

RETURNS
OF THE
RAILROAD CORPORATIONS
IN
MASSACHUSETTS,
1866:
WITH
ABSTRACTS OF THE SAME.

PREPARED
BY OLIVER WARNER,
SECRETARY OF THE COMMONWEALTH.

BOSTON:
WRIGHT & POTTER, STATE PRINTERS,
No. 4 SPRING LANE.
1867.

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Boston and Maine,	18	New Haven and Northampton,	2
Boston and Providence,	24	New London Northern,	1
Boston and Worcester,	30	Norfolk County,	1
Cape Cod,	36	Norwich and Worcester,	1
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Cheshire,	46	Pittsfield and North Adams,	1
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ERRATA.

- age 32. "Tons of Freight" (amended by Company since printing the report)
569,319, instead of 549,319.
- age 62. No. 143. Strike out the first left hand numeral (1,) in the margin.

RAILROAD REPORTS

●
FOR THE YEAR ENDING

November 30, 1866.

AGRICULTURAL BRANCH RAILROAD.

REPORT

OF THE

AGRICULTURAL BRANCH RAILROAD CORPORATION

1st, 2d and 3d Sections.

FOR THE YEAR ENDING NOVEMBER 30, 1866.

Capital stock,	
Number of shares of capital stock issued,	4,233
Increase of capital since last report,	None.
Capital paid in, per last report,	\$408,988 00
Capital paid in since last report,	14,400 00
Total amount of capital stock paid in,	
Funded debt, per last report,	311,800 00
Funded debt paid since last report,	None.
Funded debt, increase of, since last report,	88,200 00
Total present amount of funded debt,	
Floating debt, per last report,	60,116 66
Floating debt paid since last report,	30,258 77
Floating debt, increase of, since last report,	None.
Total present amount of floating debt,	
Total present amount of funded and floating debt,	
Average rate of interest per annum, paid during the year,	6 per cent.
Maximum amount of debts during the year,	429,268 77
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	\$262,663 06
For graduation and masonry paid during the past year,	59,266 84
Total am't expended for graduation and masonry,	
For wooden bridges, per last report,	33,251 65
For wooden bridges paid during the past year,	None.
Total amount expended for wooden bridges,	
Total amount expended for iron bridges (if any),	None.
For superstructure, including iron, per last report,	254,470 44
For superstructure, including iron, paid during the past year,	38,047 34
Total amount expended for superstructure, including iron,	
For stations, buildings and fixtures, per last report,	11,294 86
For stations, buildings and fixtures paid during the past year,	14,149 65
Total amount expended for stations, buildings and fixtures,	
For land, land-damages and fences, per last report,	52,373 32
For land, land-damages and fences paid during the past year,	6,611 75

33. Total amount expended for land, land-damages, and fences,	\$58,985 0
34. For locomotives, per last report,	None.
35. For locomotives paid during the past year,	11,000 0
36. Total amount expended for locomotives,	—
37. For passenger and baggage cars, per last report,	None—all borrowed.
38. For passenger and baggage cars paid during the past year,	None—all borrowed.
39. Total amount expended for passenger and baggage cars,	None.
40. For merchandise cars, per last report,	\$8,282 47
41. For merchandise cars paid during the past year,	3,080 00
42. Total amount expended for merchandise cars,	11,362 4
43. For engineering, per last report,	18,690 43
44. For engineering paid during the past year,	1,198 00
45. Total amount expended for engineering,	19,888 4
46. For agencies and other expenses, per last report,	99,083 06
47. For agencies and other expenses paid during the past year,	50,032 22
48. Total amount expended for agencies and other expenses,	149,115 2
49. Total cost of road and equipment,	\$923,494 0
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	None.
CHARACTERISTICS OF ROAD.	
51. Length of road,	28 969-1,000 miles.
52. Length of single main track,	28 969-1,000 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	1 748-1,000 miles.
56. Weight of rail, per yard, in main road,	48, 50 and 52 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	{ 84 ft. per mile for 2,000 ft near Marlborough, but no other grade over 80 ft.
59. Maximum grade, with its length, in branch roads,	—
60. Total rise and fall in main road,	894 95-100 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	738 feet for 110 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	1,673° 47'
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	16 420-1,000 miles.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	260½ feet.
69. Aggregate length of all other wooden bridges,	176 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	40
73. Number of railroads crossed at grade,	1
74. Remarks,	—
75. Way stations for express trains,	No express.
76. Way stations for accommodation trains,	9
77. Flag stations,	4

AGRICULTURAL BRANCH RAILROAD.

8. Whole number of way stations,	9
9. Whole number of flag stations,	4
DOINGS DURING THE YEAR.	
10. Miles run by passenger trains,	10,240
11. Miles run by freight trains,	6,120
12. Miles run by other trains,	200
13. Total miles run,	
14. Number of passengers carried in the cars,	18,609
15. Number of passengers carried one mile,	301,616
16. Number of tons of merchandise carried in the cars,	4,692
17. Number of tons of merchandise carried one mile,	145,725
18. Number of passengers carried one mile, to and from other roads,	356,118
19. Number of tons carried one mile, to and from other roads,	137,161
20. Rate of speed adopted for express passenger trains, including stops,	No express.
21. Average rate of speed actually attained by express passenger trains, including stops and detentions,	No express.
22. Rate of speed adopted for accommodation trains,	23 miles.
23. Rate of speed actually attained by accommodation trains, including stops and detentions,	22 miles.
24. Average rate of speed actually attained by special trains, including stops and detentions,	17 miles.
25. Average rate of speed adopted for freight trains, including stops,	10½ miles.
26. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	No estimate.
27. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	No estimate.
EXPENDITURES FOR WORKING THE ROAD.	
28. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$4,963 57
29. For repairs of wooden bridges,	None.
30. For wages of switchmen, average per month,	
31. For wages of gate-keepers, average per month,	15 00
32. For wages of signal-men, average per month,	
33. For wages of watchmen, average per month,	50 00
34. Number of men employed, exclusive of those engaged in construction,	-
35. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	-
36. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-
37. Total for maintenance of way,	
MOTIVE POWER AND CARS.	
38. For repairs of locomotives,	\$2,622 59
39. For new locomotives, to cover depreciation,	-
40. For repairs of passenger cars,	659 52
41. For new passenger cars, to cover depreciation,	-
42. For repairs of merchandise cars,	97 53
43. For new merchandise cars, to cover depreciation,	-
44. For repairs of gravel and other cars,	-

Total, 551 23

115. Total for maintenance of motive power and cars,		\$3,379 71
116. Number of engines,	One.	
117. Number of passenger cars,	All leased.	
118. Number of baggage cars,	All leased.	
119. Number of merchandise cars,	-	-
120. Number of gravel cars,	-	-

MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, Cost of the same,	\$6,042 79	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of the same,	-	-
122. For oil used by cars and engines,	387 67	
123. For waste and other material for cleaning,	-	-
124. For salaries, wages and incidental expenses, chargeable to passenger department,	2,244 95	
125. For salaries, wages and incidental expenses, chargeable to freight department,	1,769 70	
126. For gratuities and damages,	-	-
127. For taxes and insurance,	2,740 84	
128. For ferries,	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture,	275 55	
130. For renewals of iron, including laying down,	-	-
131. For new iron laid down, deducting the value of old iron taken up,	-	-
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	-	-
133. For amount paid other companies, as rent for use of their roads, specifying each company, [To Fitchburg and Worcester Railroad,]	4,760 00	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	1,553 88	
135. Total miscellaneous,		\$24,515 38
136. Total expenditures for working the road,		\$28,659 89
137. Total amount of interest paid during the year		4,967 45

INCOME DURING THE YEAR.

138. For Passengers :—		
1. On main road, including branches owned by company,	\$10,686 65	
2. To and from other roads, specifying what,	-	-
139. For Freight :—		
1. On main road and branches owned by Co.,	6,039 80	
2. To and from other connecting roads,	-	-
140. U. S. mails,	250 00	
141. Rents, [for first section, leased to Boston and Worcester Railroad,]	21,000 00	
142. Total income,		\$37,925 45
143. Net earnings, after deducting expenses, [and interest,]		4,298 11

DIVIDENDS.

144. 6 per cent. Total, [on \$60,090 guaranteed stock,]	\$3,600 00	
145. Surplus not divided,	698 11	
146. Surplus last year,	73,395 82	
147. Total surplus,		\$74,093 93

AGRICULTURAL BRANCH RAILROAD.

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—

3. Of roads and bridges,	None.
4. Buildings,	None.
5. Engines and cars,	None.

MORTGAGE DEBTS.

1. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	\$311,800 00
2. Mortgage debt paid since last report,	None.
3. Increase of mortgage debt since last report,	88,200 00
4. Present amount of mortgage debts,	
5. Number of mortgages on road and franchise, or any property of the corporation,	One.

ACCIDENTS.

September 11, 1866.—While Mr. W. H. Gibson, his wife, and Mrs. J. were crossing the track in a beach wagon at Bingham Crossing, in Larimer county, the wagon was struck by the engine and the two ladies killed, and Mr. Gibson somewhat injured, and one of the children slightly.

November 24, 1866.—Francis Grimes fell from gravel cars, while in the act of crossing the track between 4 and 5 o'clock, P. M., and was killed.

LYMAN NICHOLS,
WILDER BUSH,
ALBERT BALLARD,
WM. D. PECK,
JOHN H. LOCKEY,
HALE W. PAGE,
GEO. A. TORREY,

Directors of the Agricultural Branch Railroad Company.

ss. December 24, 1866. Then personally appeared Lyman Nichols, Wilder Bush, Albert Ballard, Wm. D. Peck, Geo. A. Torrey, J. H. Locke, Hale W. Page, and severally made oath to the truth of the foregoing statements subscribed, to the best of their knowledge and belief.

Before

NATH'L THAYER, *Justice of the Peace.*

REPORT

OF THE

BERKSHIRE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,	\$600,000 00
2. Number of shares of capital stock issued,	6,000
3. Increase of capital since last report,	None.
4. Capital paid in, per last report,	\$600,000 00
5. Capital paid in since last report,	—
6. Total amount of capital stock paid in,	600,000 00
7. Funded debt, per last report,	None.
8. Funded debt paid since last report,	None.
9. Funded debt, increase of, since last report,	None.
10. Total present amount of funded debt,	None.
11. Floating debt, per last report,	None.
12. Floating debt paid since last report,	None.
13. Floating debt, increase of, since last report,	None.
14. Total present amount of floating debt,	None.
15. Total present amount of funded and floating debt,	None.
16. Average rate of interest per annum paid during the year,	None.
17. Maximum amount of debts during the year,	None.
COST OF ROAD AND EQUIPMENT.	
18. For graduation and masonry per last report,	\$500,000 00
19. For graduation and masonry, paid during the past year,	—
20. Total expended for graduation and masonry,	—
21. For wooden bridges, per last report,	—
22. For wooden bridges paid during the past year,	—
23. Total amount expended for wooden bridges,	—
24. Total amount expended for iron bridges, (if any,)	—
25. For superstructure, including iron, per last report,	—
26. For superstructure, including iron paid during the past year,	—
27. Total amount expended for superstructure, including iron,	—
28. For stations, buildings and fixtures, per last report,	—
29. For stations, buildings and fixtures paid during the past year,	—
30. Total amount expended for stations, buildings and fixtures,	—
31. For land, land-damages and fences, per last report,	—
32. For land, land-damages and fences paid during the past year,	—

33. Total amount expended for land, land-damages and fences,	-
34. For locomotives, per last report,	-
35. For locomotives paid during the past year,	-
36. Total amount expended for locomotives,	-
37. For passenger and baggage cars, per last report,	-
38. For passenger and baggage cars paid during the past year,	-
39. Total amount expended for passenger and baggage cars,	-
40. For merchandise cars, per last report,	-
41. For merchandise cars paid during the past year,	-
42. Total amount expended for merchandise cars,	-
43. For engineering, per last report,	-
44. For engineering paid during the past year,	-
45. Total amount expended for engineering,	-
46. For agencies and other expenses, per last report,	-
47. For agencies and other expenses, paid during the past year,	\$560 00
48. Total amount expended for agencies and other expenses,	-
49. Total cost of road and equipment,	-
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	-
CHARACTERISTICS OF ROAD.	
51. Length of road,	21 miles, 11 c
52. Length of single main track,	-
53. Length of double main track,	-
54. Length of branches owned by the Company, stating whether they have a single or double track,	-
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	-
56. Weight of rail, per yard, in main road,	56 lbs. per yard
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	-
58. Maximum grade, with its length, in main road,	872 to 1,090 ft.;
59. Maximum grade, with its length, in branch roads,	-
60. Total rise and fall in main road,	-
61. Total rise and fall in branch roads,	-
62. Shortest radius of curvature, with length of curve, in main road,	-
63. Shortest radius of curvature, with length of curve, in branch roads,	-
64. Total degrees of curvature in main road,	-
65. Total degrees of curvature in branch roads,	-
66. Total length of straight line in main road,	-
67. Total length of straight line in branches,	-
68. Aggregate length of wooden truss bridges,	-
69. Aggregate length of all other wooden bridges,	-
70. Aggregate length of iron bridges,	-
71. Whole length of road unfenced on both sides,	-
72. Number of public ways crossed at grade,	28
73. Number of railroads crossed at grade,	-
74. Remarks,	-
75. Way stations for express trains,	-
76. Way stations for accommodation trains,	-
77. Flag stations,	-
78. Whole number of way stations,	-
79. Whole number of flag stations,	-

DOINGS DURING THE YEAR.

0. Miles run by passenger trains,
1. Miles run by freight trains,
2. Miles run by other trains,
3. Total miles run,
4. Number of passenger carried in the cars,
5. Number of passengers carried one mile,
6. Number of tons of merchandise carried in the cars,
7. Number of tons of merchandise carried one mile,
8. Number of passengers carried one mile, to and from other roads,
9. Number of tons carried one mile, to and from other roads,
0. Rate of speed adopted for express passenger trains, including stops,
1. Average rate of speed actually attained by express passenger trains, including stops and detentions,
2. Rate of speed adopted for accommodation trains,
3. Rate of speed actually attained by accommodation trains, including stops and detentions,
4. Average rate of speed actually attained by special trains, including stops and detentions,
5. Average rate of speed adopted for freight trains, including stops,
6. Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile,
7. Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile,

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,
99. For repairs of wooden bridges,
100. For wages of switchmen, average per month,
101. For wages of gate-keepers, average per month,
102. For wages of signal-men, average per month,
103. For wages of watchmen, average per month,
104. Number of men employed, exclusive of those engaged in construction,
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,
107. Total for maintenance of way,

MOTIVE POWER AND CARS.

108. For repairs of locomotives,
109. For new locomotives, to cover depreciation,
110. For repairs of passenger cars,
111. For new passenger cars, to cover depreciation,
112. For repairs of merchandise cars,
113. For new merchandise cars, to cover depreciation,
114. For repairs of gravel and other cars,
115. Total for maintenance of motive power and cars,
116. Number of engines,
117. Number of passenger cars,

Operated by the Housatonic Railroad, and we have no returns.

Operated by the Housatonic Railroad, and we have no returns.

Nothing; the Housatonic Railroad defrays such expenses.

118. Number of baggage cars,	-
119. Number of merchandise cars,	80 8-wheeled.
120. Number of gravel cars,	-

MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—	
1. Wood, number of cords, Coet of the same,	-
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Coet of same,	-
122. For oil used by cars and engines,	-
123. For waste and other material for cleaning,	-
124. For salaries, wages and incidental expenses, chargeable to passenger department,	-
125. For salaries, wages and incidental expenses, chargeable to freight department,	-
126. For gratuities and damages,	-
127. For taxes and insurance,	-
128. For ferries,	-
129. For repairs of station buildings, aqueducts, fixtures, furniture,	-
130. For renewals of iron, including laying down,	-
131. For new iron laid down, deducting the value of old iron taken up,	-
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	-
133. For amount paid other companies, as rent for use of their roads, specifying each company,	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	\$560 00
135. Total miscellaneous,	
136. Total expenditures for working the road,	-
137. Total amount of interest paid during the year,	-

INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—	
1. On main road, including branches owned by company,	
2. To and from other roads, specifying what,	
139. For <i>Freight</i> :—	
1. On main road and branches owned by company,	
2. To and from other connecting roads,	
140. U. S. mails,	
141. Rents,	
142. Total income,	
143. Net earnings, after deducting expenses,	

Leased by the H
Railroad for 7
of the capital.
come, 7 per ct.—

DIVIDENDS.

144. per cent. Total,	-
145. Surplus not divided,	-
146. Surplus last year,	-
147. Total surplus,	-

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,
VIZ. :—

18. Of road and bridges,	-	-
19. Buildings,	-	-
20. Engines and cars,	-	-

MORTGAGE DEBTS.

21. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	-	-
22. Mortgage debt, paid since last report,	-	-
23. Increase of mortgage debt, since last report,	-	-
24. Present amount of mortgage debts,	-	-
25. Number of mortgages on road and franchise, or any property of the corporation,	-	-

J. Z. GOODRICH,

CHAS. HUNT,

J. L. STUART,

Directors of the Housatonic Railroad Corporation.

FAIRFIELD COUNTY, ss. BRIDGEPORT, Ct., January 2, 1867. Then personally appeared Charles Hunt and John L. Stuart, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

C. K. AVERILL, *Notary Public.*

BERKSHIRE, ss. STOCKBRIDGE, January 2, 1867. Then personally appeared John Goodrich, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

Before

JOS. R. FRENCH, *Justice of the Peace.*

NOTE.—For return of Boston, Hartford and Erie Railroad Company
 (date of printing,) see end of the volume.

REPORT

OF THE

BOSTON AND LOWELL RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$1,830,000 00
2. Number of shares of capital stock issued,	3,660	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	\$1,830,000 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		1,830,000 00
7. Funded debt, per last report,	640,000 00	
8. Funded debt paid since last report,	—	—
9. Funded debt, increase of, since last report,	—	—
10. Total present amount of funded debt,		640,000 00
11. Floating debt, per last report,	47,117 91	
12. Floating debt paid since last report,	—	—
13. Floating debt, increase of, since last report,	28,179 14	
14. Total present amount of floating debt,		75,297 05
15. Total present amount of funded and floating debt,		715,297 05
16. Average rate of interest per annum, paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	715,297 05	
[Surplus, contra,]		625,213 82
		<u>\$2,170,510 87</u>
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report,	\$453,117 14	
19. For graduation and masonry paid during the past year,	—	—
20. Total amount expended for graduation and masonry,		\$453,117 14
21. For wooden bridges, per last report,	119,557 16	
22. For wooden bridges paid during the past year,	—	—
23. Total amount expended for wooden bridges,		119,557 16
24. Total amount expended for iron bridges, (if any,)	—	—
25. For superstructure, including iron, per last report,	367,824 62	
26. For superstructure, including iron, paid during the past year,	—	—
27. Total amount expended for superstructure, including iron,		367,824 62
28. For stations, buildings and fixtures, per last report,	907,881 98	
29. For stations, buildings and fixtures, paid during the past year,	9,646 19	
30. Total amount expended for stations, buildings and fixtures,		917,528 17
31. For land, land-damages and fences, per last report,	560,047 46	
32. For land, land-damages and fences, paid during the past year,	—	—

13. Total amount expended for land, land-damages, and fences,	
14. For locomotives, per last report,	\$92,801 76
15. For locomotives paid during the past year,	-
16. Total amount expended for locomotives,	
17. For passenger and baggage cars, per last report,	34,204 75
18. For passenger and baggage cars paid during the past year,	-
19. Total amount expended for passenger and baggage cars,	
20. For merchandise cars, per last report,	56,338 85
21. For merchandise cars paid during the past year,	-
22. Total amount expended for merchandise cars,	
23. For engineering, per last report,	47,359 07
24. For engineering paid during the past year,	-
25. Total amount expended for engineering,	
26. For agencies and other expenses, per last report,	-
27. For agencies and other expenses, paid during the past year,	-
28. Total amount expended for agencies and other expenses,	-
29. Total cost of road and equipment,	
30. Amount of assets or property held by the corporation in addition to the cost of the road,	
CHARACTERISTICS OF ROAD.	
31. Length of road,	26½ miles.
32. Length of single main track,	None.
33. Length of double main track,	26½ miles.
34. Length of branches owned by the Company, stating whether they have a single or double track,	1½ miles and 500 ft.
35. Aggregate length of sidings, and other tracks, excepting main track and branches,	16 miles and 300 ft.
36. Weight of rail, per yard, in main road,	56 to 63 pounds.
37. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	56 pounds.
38. Maximum grade, with its length, in main road,	10 ft. per mile, 600 ft.
39. Maximum grade, with its length, in branch roads,	54 feet per mile, 500 ft.
40. Total rise and fall in main road,	189 98-100 feet.
41. Total rise and fall in branch roads,	73 54-100 feet.
42. Shortest radius of curvature, with length of curve, in main road,	1,654 ft.—2,800 ft.
43. Shortest radius of curvature, with length of curve, in branch roads,	602 ft.—1,957 ft.
44. Total degrees of curvature in main road,	665°
45. Total degrees of curvature in branch roads,	108°
46. Total length of straight line in main road,	18 miles and 200 ft.
47. Total length of straight line in branches,	1 mile and 1,800 ft.
48. Aggregate length of wooden truss bridges,	63 feet.
49. Aggregate length of all other wooden bridges,	3,577 feet.
50. Aggregate length of iron bridges,	-
51. Whole length of road unfenced on both sides,	-
52. Number of public ways crossed at grade,	13
53. Number of railroads crossed at grade,	1
54. Remarks,	-
55. Way stations for express trains,	-
56. Way stations for accommodation trains,	9
57. Flag stations,	13
58. Whole number of way stations,	9
59. Whole number of flag stations,	13

DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,	257,548	
81. Miles run by freight trains,	222,628	
82. Miles run by other trains,	—	
83. Total miles run,	480,176	
84. Number of passengers carried in the cars,	1,187,561	
85. Number of passengers carried one mile,	14,738,835	
86. Number of tons of merchandise carried in the cars,	419,666	
87. Number of tons of merchandise carried one mile,	11,788,316	
88. Number of passengers carried one mile, to and from other roads,	3,002,567	
89. Number of tons carried one mile, to and from other roads,	7,273,431	
90. Rate of speed adopted for express passenger trains, including stops,	30 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	30 miles per hour.	
92. Rate of speed adopted for accommodation trains,	25 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	26 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,	10 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	7,366,917	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	17,682,474	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$67,749 64	
99. For repairs of wooden bridges,	26,553 33	
100. For wages of switchmen, average per month,	\$45 00	Total,
101. For wages of gate-keepers, average per month,	35 00	
102. For wages of signal-men, average per month,	35 00	
103. For wages of watchmen, average per month,	45 00	
104. Number of men employed, exclusive of those engaged in construction,	498	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	167 35	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	36,668 76	
107. Total for maintenance of way,		\$144,426 76
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	\$44,899 50	
109. For new locomotives, to cover depreciation,	13,032 80	
110. For repairs of passenger cars,	20,063 39	
111. For new passenger cars to cover depreciation,	4,342 74	
112. For repairs of merchandise cars,	40,806 34	
113. For new merchandise cars to cover depreciation,	17,479 43	
114. For repairs of gravel and other cars, [included above,]	—	
115. Total for maintenance of motive power and cars,		\$140,713 76
116. Number of engines,	26	
117. Number of passenger cars,	27	

118. Number of baggage cars,	10
119. Number of merchandise cars,	554
120. Number of gravel cars,	220

MISCELLANEOUS.

[For fuel for sundry purposes,]	\$6,497 14
121. For fuel used by engines during the year, viz. :—	
1. Wood, number of cords, 12,747. Cost of the same,	67,715 91
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 1,965. Cost of same,	20,798 67
122. For oil used by cars and engines,	} 14,904 44
123. For waste and other material for cleaning,	
124. For salaries, wages, and incidental expenses, chargeable to passenger department,	56,144 24
125. For salaries, wages, and incidental expenses, chargeable to freight department,	104,372 41
126. For gratuities and damages,	13,233 33
127. For taxes and insurance,	44,708 55
128. For ferries,	—
129. For repairs of station buildings, aqueducts, fixtures, furniture,	13,921 05
130. For renewals of iron, including laying down,	37,274 55
131. For new iron laid down, deducting the value of old iron taken up,	—
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	—
133. For amount paid other companies as rent for use of their roads, specifying each company,*	39,316 20
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	19,676 15
135. Total miscellaneous,	
136. Total expenditures for working the road,	
137. Total amount of interest paid during the year,	

INCOME DURING THE YEAR.

138. For Passengers :—	
1. On main road, including branches owned by company,	\$321,760 63
2. To and from other roads, specifying what,†	82,026 03
139. For Freight :—	
1. On main road, and branches owned by Co.,	323,600 71
2. To and from other connecting roads,	237,049 79
140. U. S. mails, [and expresses,]	18,268 00
141. Rents, [and miscellaneous receipts,]	17,286 60
142. Total income,	
143. Net earnings, after deducting expenses,	

DIVIDENDS.

144. 8 per cent. [Net, \$146,400; taxes, \$21,066.] Total,	\$65,826 68
145. Surplus not divided,	559,387 13
146. Surplus last year,	
147. Total surplus,	

* Stony Brook Railroad, \$12,318.00; Salem and Lowell Railroad, \$12,075.00; Lowell and
Railroad, \$15,023.20.

† Concord, Fitchburg, Worcester and Nashua, and Boston and Maine Railroads.

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,

VII. :—

148. Of roads and bridges,	} Nothing.
149. Buildings,	
150. Engines and cars,	

MORTGAGE DEBTS.

151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	} None.
152. Mortgage debt paid since last report,	
153. Increase of mortgage debt since last report,	
154. Present amount of mortgage debts,	
155. Number of mortgages on road and franchise, or any property of the corporation,	

ACCIDENTS.

December 7, 1865.—A lad, named Charles H. Connors, while walking upon the track at Wilmington, was struck by a passenger train, receiving injuries causing his death.

December 26, 1865.—Michael J. Tracy jumped from a train while in motion, near Winter Hill station, and died from his injuries.

January 29, 1866.—Patrick Connors, flagman at Winchester, died from injuries received by explosion of the boiler of engine "Essex."

February 2, 1866.—Cornelius Covern, while rolling cars at North Billerica, was struck by a passing train, receiving injuries that caused his death the next day.

February 22, 1866.—A boy, named John Sennott, jumped from a train while in motion, near East Cambridge, and badly injured one of his legs.

May 2, 1866.—Albert Munsey, while attempting to cross the track at a street crossing in Lowell, was hit by a locomotive and severely injured.

May 19, 1866.—Mrs. Alice Keenan attempted to leave the cars when in motion at North Billerica, and fell, receiving injuries resulting in the amputation of an arm.

June 14, 1866.—Mr. Merrill drove his horse against an engine, at the Middlesex Street crossing, Lowell, and was thrown from his carriage, receiving severe injuries.

July 10, 1866.—John Binns, while walking on the track near Wilmington station, was struck by a passenger train and fatally injured.

July 14, 1866.—A boy, named James Lynch, while walking on the track near Concord River Bridge, Lowell, was hit by a passing train and fatally injured.

September 10, 1866.—A boy, named Thomas Seaver, attempted to get upon a freight train while in motion, near Willow Bridge, and fell, receiving injuries that caused his death.

F. B. CROWNINSHIELD,

GEO. W. LYMAN,

H. HOSFORD,

Directors of the Boston and Lowell Railroad Corporation.

SUFFOLK, ss. December 31, 1866. Then personally appeared Geo. W. Lyman, F. B. Crowninshield, Hiram Hosford, and severally made oath to the truth of the foregoing statement, by them subscribed.

Before

J. THOS. STEVENSON, *Justice of the Peace.*

REPORT

OF THE

BOSTON AND MAINE RAILROAD CORPORATION.

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,	41,567 50
2. Number of shares of capital stock issued,	Nothing.
3. Increase of capital since last report,	\$4,076,974 50
4. Capital paid in, per last report,	Nothing.
5. Capital paid in since last report,	Nothing.
6. Total amount of capital stock paid in,	Nothing.
7. Funded debt, per last report,	Nothing.
8. Funded debt paid since last report,	Nothing.
9. Funded debt, increase of since last report,	Nothing.
10. Total present amount of funded debt,	Nothing.
11. Floating debt, per last report,	Nothing.
12. Floating debt paid since last report,	Nothing.
13. Floating debt, increase of since last report,	Nothing.
14. Total present amount of floating debt,	Nothing.
15. Total present amount of funded and floating debt,	Nothing.
16. Average rate of interest per annum, paid during the year,	Nothing.
17. Maximum amount of debts during the year,	Nothing.
COST OF ROAD AND EQUIPMENT.	
18. For graduation and masonry, per last report,	\$384,067 40
19. For graduation and masonry paid during the past year,	Nothing.
20. Total amt expended for graduation and masonry,	371,468 50
21. For wooden bridges, per last report,	Nothing.
22. For wooden bridges paid during the past year,	Nothing.
23. Total amount expended for wooden bridges,	Not any.
24. Total amount expended for iron bridges, (if any,)	984,523 89
25. For superstructure, including iron, per last report,	Nothing.
26. For superstructure, including iron, paid during the past year,	Nothing.
27. Total amount expended for superstructure, including iron,	520,722 78
28. For stations, buildings and fixtures, per last report,	Nothing.
29. For stations, buildings and fixtures, paid during the past year,	Nothing.
30. Total amount expended for stations, buildings and fixtures,	933,082 12
31. For land, land-damages and fences, per last report,	16,293 25
32. For land, land-damages and fences, paid during the past year,	202,400 00
33. Total amount expended for land, land-damages, and fences,	Nothing.
34. For locomotives, per last report,	Nothing.
35. For locomotives paid during the past year,	Nothing.

36. Total amount expended for locomotives, . . .	\$202,400 4
37. For passenger and baggage cars, per last report, .	\$76,684 52
38. For passenger and baggage cars paid during the past year, . . .	Nothing.
39. Total amount expended for passenger and baggage cars, . . .	76,684 4
40. For merchandise cars, per last report, . . .	167,472 71
41. For merchandise cars paid during the past year, .	Nothing.
42. Total amount expended for merchandise cars, . .	167,472 7
43. For engineering, per last report, . . .	} In agencies, &c., below.
44. For engineering paid during the past year, . . .	
45. Total amount expended for engineering, . . .	
46. For agencies and other expenses, per last report, .	272,388 94
47. For agencies and other expenses paid during the past year, . . .	Nothing.
48. Total amount expended for agencies and other expenses, . . .	272,388 1
49. Total cost of road and equipment, . . .	\$4,429,104 1
50. Amount of assets or property held by the corporation in addition to the cost of the road, . . .	581,266 30
CHARACTERISTICS OF ROAD.	
51. Length of road, . . .	74 26-100 miles.
52. Length of single main track, . . .	46 47-100 miles.
53. Length of double main track, . . .	27 79-100 miles.
54. Length of branches owned by the Company, stating whether they have a single or double track, .	} 1 4-100 miles, double; in } 8 79-100 miles.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, . . .	
56. Weight of rail, per yard, in main road, . . .	22 6-10 miles. { Nearly three miles, 48 lbs balance—56 to 60 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) . . .	48, 56, 58 and 60 lbs.
58. Maximum grade, with its length, in main road, .	47 ft. per mile for 77-100 mil
59. Maximum grade, with its length in branch roads, .	36 feet for 1 40-100 miles.
60. Total rise and fall in main road, . . .	1,498 feet.
61. Total rise and fall in branch roads, . . .	146 feet.
62. Shortest radius of curvature, with length of curve, in main road, . . .	1,050 ft. radius; l'gth, 1,150 1
63. Shortest radius of curvature, with length of curve, in branch roads, . . .	1,000 ft. radius; l'gth, 1,150 1
64. Total degrees of curvature in main road, . . .	1,988°
65. Total degrees of curvature in branch roads, . .	456°
66. Total length of straight line in main road, . .	49 73-100 miles.
67. Total length of straight line in branches, . . .	5 31-100 miles.
68. Aggregate length of wooden truss bridges, . . .	2,359 feet.
69. Aggregate length of all other wooden bridges, .	7,007 feet.
70. Aggregate length of iron bridges, . . .	Not any.
71. Whole length of road unfenced on both sides, .	1½ miles.
72. Number of public ways crossed at grade, . . .	98
73. Number of railroads crossed at grade, . . .	1 horse and 5 steam.
74. Remarks, . . .	None.
75. Way stations for express trains, . . .	None.
76. Way stations for accommodation trains, . . .	20
77. Flag stations, . . .	7
78. Whole number of way stations, . . .	20
79. Whole number of flag stations, . . .	7
DOINGS DURING THE YEAR.	
80. Miles run by passenger trains, . . .	501,397
81. Miles run by freight trains, . . .	242,073

82. Miles run by other trains,	31,98
83. Total miles run,	
84. Number of passengers carried in the cars,	2,085,32
85. Number of passengers carried one mile,	41,686,16
86. Number of tons of merchandise carried in the cars,	321,79
87. Number of tons of merchandise carried one mile,	10,940,31
88. Number of passengers carried one mile, to and from other roads,	10,786,21
89. Number of tons carried one mile, to and from other roads,	4,207,36
90. Rate of speed adopted for express passenger trains, including stops,	30 miles per
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	28 miles per
92. Rate of speed adopted for accommodation trains,	24 miles per
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	23 miles per
94. Average rate of speed actually attained by special trains, including stops and detentions,	20 miles per
95. Average rate of speed adopted for freight trains, including stops,	12 miles per
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	15,681,42
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	14,612,44

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$146,352 3
99. For repairs of wooden bridges,	37,066 4
100. For wages of switchmen, average per month,	\$39 78
101. For wages of gate-keepers, average per month,	37 55
102. For wages of signal-men, average per month,	22 20
103. For wages of watchmen, average per month,	41 30
104. Number of men employed, exclusive of those engaged in construction,	802
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	245 3
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	6,017 4
107. Total for maintenance of way,	

MOTIVE POWER AND CARS.

108. For repairs of locomotives,	\$74,040 58
109. For new locomotives, to cover depreciation,	Nothing.
110. For repairs of passenger cars,	35,707 96
111. For new passenger cars, to cover depreciation,	Nothing.
112. For repairs of merchandise cars,	46,547 02
113. For new merchandise cars, to cover depreciation,	Nothing.
114. For repairs of gravel and other cars,	849 35
115. Total for maintenance of motive power and cars,	
116. Number of engines,	38
117. Number of passenger cars,	68
118. Number of baggage cars,	17
119. Number of merchandise cars,	744
120. Number of gravel cars,	20 (and 27 h

MISCELLANEOUS.

21. For fuel used by engines during the year, viz.:—	
1. Wood, No. of cords, 16,614. Cost of the same,	\$106,207 55
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 5,563. Cost of same,	61,715 12
22. For oil used by cars and engines, [\$9,261.51; stations, &c., \$3,395.65,]	12,647 16
23. For waste and other material for cleaning,	5,317 48
24. For salaries, wages and incidental expenses, chargeable to passenger department,	117,986 80
25. For salaries, wages and incidental expenses, chargeable to freight department,	103,836 06
26. For gratuities and damages,	6,955 38
27. For taxes and insurance,	99,409 47
28. For ferries,	Nothing.
29. For repairs of station buildings, aqueducts, fixtures, furniture,	92,593 01
30. For renewals of iron, including laying down,	Amount below.
31. For new iron laid down, deducting the value of old iron taken up,	42,461 91
32. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	Nothing.
33. For amount paid other companies, as rent for use of their roads, specifying each company,	7,500 Danvers Railroad.
34. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	33,450 99
35. Total miscellaneous,	\$691,079 91
36. Total expenditures for working the road,	\$1,077,327 41
37. Total amount of interest paid during the year,	Nothing.

INCOME DURING THE YEAR.

38. For Passengers:—	
1. On main road including branches owned by Company,	\$744,008 53
2. To and from other roads, specifying what, [Same as last year,]	226,338 70
39. For Freight:	
1. On main road and branches owned by company,	404,765 24
2. To and from other connecting roads,	151,284 24
40. U. S. mails,	11,220 61
41. Rents, \$19,198.87; [interest, \$19,994 97,]	39,193 84
42. Total income,	\$1,576,826 10
43. Net earnings, after deducting expenses,	498,498 67

DIVIDENDS.

44. 10 per cent. Total, [and tax, \$434,810.52; tax on surplus, \$2,993.97; and tax on increase of construction account, \$814.65,]	\$438,619 14
45. Surplus not divided,	\$59,879 53
46. Surplus last year,	873,515 55
47. Total surplus,	933,395 08

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,
VIZ. :—

148. Of roads and bridges,	} Nothing.
149. Buildings,	
150. Engines and cars,	

MORTGAGE DEBTS.

151. Amount of debt secured by mortgage of road and franchise, or any property of the Corporation, per last report,	Nothing.
152. Mortgage debt paid since last report,	Nothing.
153. Increase of mortgage debt since last report,	Nothing.
154. Present amount of mortgage debts,	Nothing.
155. Number of mortgages on road and franchise, or any property of the Corporation,	None.

NOTE.—Included in the foregoing are the earnings and expenses, passengers and freight carried, on the Danvers Railroad, and Newburyport Railroad, which have been, by authority of law, leased to this corporation. The use of the Newburyport Railroad has been pre-paid for one hundred years to it for that term of time, not on interest.

The Dover and Winnipiseogee Railroad, located in the State of New Hampshire, is operated by this corporation, under a business contract, and this report shows the earnings, expenses, miles run, &c., of that road.

ACCIDENTS.

December 9, 1865.—Charles H. Mitchell was run over by Newburyport train, and instantly killed.

January 30, 1866.—Thomas Norton, of Lawrence, was run over by Newburyport train while backing from North to South Lawrence, and instantly killed.

February 1, 1866.—Samuel Stevens, a brakeman on Great Falls freight train, shifting cars at Ballardvale, was so badly crushed that he died the same day.

March 23, 1866.—Mrs. Eliza A. Inman, in attempting to cross the tracks, was struck by the engine of Newburyport train, and instantly killed.

May 3, 1866.—Daniel S. Lord, of Roxbury, while walking on the tracks, was struck by the engine of the Portland train, and instantly killed.

September 14, 1866.—William A. Griffin, while walking on the tracks at Portland Station, was struck by the engine of Newburyport train, and died soon after.

October 4, 1866.—Peter Curry, of Southbridge, Massachusetts, in attempting to get on the train at Dover, after it had started, fell under the cars, and was injured that he died the same day.

October 13, 1866.—Orrin Barnes, a freight train conductor, while standing in the door of a car, was struck by a bridge near Rollinsford, and instantly killed.

October 17, 1866.—As the night Portland freight train was approaching Portland, a broken rail threw the engine off the track, and Isaac Horn, engineer, and Andrew Blodgett, fireman, were so badly injured that they died the same day.

N. B.—In none of the above cases was the railroad company at fault.

FRANCIS COGSWELL,
PETER T. HOMER,
NATH'L G. WHITE,
E. J. M. HALE,
GEORGE C. LORD,
AMOS PAUL,
JOHN E. BICKFORD,

Directors of the Boston and Maine Railroad Co.

SUFFOLK, ss. December 29, 1866. Then personally appeared Francis Cogswell, Peter T. Homer, Nath'l G. White, E. J. M. Hale, George C. Lord, Amos Pax and John E. Bickford, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

JAMES C. MERRILL, *Justice of the Peace.*

Boston, January 1, 1867. The undersigned have examined the foregoing report of the directors of the Boston and Maine Railroad, and approve the same.

OLIVER WYATT,

Commissioner for New Hampshire.

WILLIAM STEVENS,

Commissioner for Massachusetts.

BOSTON AND PROVIDENCE RAILROAD

REPORT

OF THE

BOSTON AND PROVIDENCE RAILROAD CORP.

FOR THE YEAR ENDING NOVEMBER 30, 186

Capital stock,	
Number of shares of capital stock issued,	33,600
Increase of capital since last report,	—
Capital paid in, per last report,	\$3,360,000 00
Capital paid in since last report,	—
Total amount of capital stock paid in,	
Funded debt, per last report,	21,500 00
Funded debt paid since last report,	6,500 00
Funded debt, increase of, since last report,	—
Total present amount of funded debt,	15,000 00
Floating debt, per last report,	None.
Floating debt paid since last report,	None.
Floating debt, increase of, since last report,	None.
Total present amount of floating debt,	None.
Total present amount of funded and floating debt,	
Average rate of interest per annum paid during the year,	6 per cent.
Maximum amount of debts during the year,	21,500 00
COST OF ROAD AND EQUIPMENT.	
[Sundry construction accounts,]	\$794,750 88
For graduation and masonry, per last report,	775,000 00
For graduation and masonry paid during the past year,	Nothing.
Total am't expended for graduation and masonry,	
For wooden bridges, per last report,	101,000 00
For wooden bridges, paid during the past year,	Nothing.
Total amount expended for wooden bridges,	
Total amount expended for iron bridges (if any,)	
For superstructure, including iron, per last report,	378,914 40
For superstructure, including iron, paid during the past year,	Nothing.
Total amount expended for superstructure, including iron,	
For stations, buildings and fixtures, per last report,	497,000 00
For stations, buildings and fixtures paid during the past year,	Nothing.
Total amount expended for stations, buildings and fixtures,	
For land, land-damages and fences, per last report,	501,094 72
For land, land-damages and fences paid during the past year,	Nothing.

33. Total amount expended for land, land-damages and fences,		\$501,094 7
34. For locomotives, per last report,	\$105,300 00	
35. For locomotives paid during the past year,	Nothing.	
36. Total amount expended for locomotives,		105,300 0
37. For passenger and baggage cars, per last report,	44,100 00	
38. For passenger and baggage cars paid during the past year,	Nothing.	
39. Total amount expended for passenger and baggage cars,		44,100 0
40. For merchandise cars, per last report,	58,000 00	
41. For merchandise cars paid during the past year,	Nothing.	
42. Total amount expended for merchandise cars,		58,000 0
43. For engineering, per last report,	95,000 00	
44. For engineering paid during the past year,	Nothing.	
45. Total amount expended for engineering,		95,000 0
46. For agencies and other expenses, per last report,	Nothing.	
47. For agencies and other expenses paid during the past year,	Nothing.	
48. Total amount expended for agencies and other expenses,	Nothing.	
49. Total cost of road and equipment,		3,360,000 0
50. Amount of assets or property held by the corporation, in addition to the cost of the road,		557,051 3

CHARACTERISTICS OF ROAD.

51. Length of road,	47 miles.
52. Length of single main track,	7½ miles.
53. Length of double main track,	39½ miles.
54. Length of branches owned by the Company, stating whether they have a single or double track,	7 miles—single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	6½ miles.
56. Weight of rail, per yard, in main road,	56 to 60 pounds.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	56 to 60 pounds.
58. Maximum grade, with its length, in main road,	34½ ft. per mile—26,700 ft.
59. Maximum grade, with its length, in branch roads,	53 27-100 ft. mile—1,509 ft.
60. Total rise and fall in main road,	501 41-100 feet.
61. Total rise and fall in branch roads,	306 87-100 feet.
62. Shortest radius of curvature, with length of curve, in main road,	1,900 feet—700 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	900 feet.
64. Total degrees of curvature in main road,	342 12-60 feet.
65. Total degrees of curvature in branch roads,	416 14-60 feet.
66. Total length of straight line in main road,	36½ miles.
67. Total length of straight line in branches,	8 37-100 miles.
68. Aggregate length of wooden truss bridges,	2,862½ feet.
69. Aggregate length of all other wooden bridges,	1,520 feet.
70. Aggregate length of iron bridges,	299 feet.
71. Whole length of road unfenced on both sides,	4 miles.
72. Number of public ways crossed at grade,	19
73. Number of railroads crossed at grade,	1
74. Remarks,	—
75. Way stations for express trains,	3
76. Way stations for accommodation trains,	27
77. Flag stations,	6
78. Whole number of way stations,	27
79. Whole number of flag stations,	6

DOINGS DURING THE YEAR.	
80. Miles run by passenger trains,	277,916
81. Miles run by freight trains,	163,870
82. Miles run by other trains,	-
83. Total miles run,	
84. Number of passengers carried in the cars,	2,003,447
85. Number of passenger carried one mile,	28,434,560
86. Number of tons of merchandise carried in the cars,	381,958
87. Number of tons of merchandise carried one mile,	11,251,016
88. Number of passengers carried one mile, to and from other roads,	10,399,619
89. Number of tons carried one mile, to and from other roads,	4,184,828
90. Rate of speed adopted for express passenger trains, including stops,	29 miles per hour
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	29 miles per hour
92. Rate of speed adopted for accommodation trains,	22 miles per hour
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	22 miles per hour
94. Average rate of speed actually attained by special trains, including stops and detentions,	22 miles per hour
95. Average rate of speed adopted for freight trains, including stops,	12 miles per hour
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	14,217,280
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile,	16,876,624
EXPENDITURES FOR WORKING THE ROAD.	
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$33,253 98
99. For repairs of wooden bridges,	12,000 00
100. For wages of switchmen, average per month,	\$36 66
101. For wages of gate-keepers, average per month,	26 25
102. For wages of signal-men, average per month,	24 38
103. For wages of watchmen, average per month,	46 66
104. Number of men employed, exclusive of those engaged in construction,	468
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	1,000 00
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	5,000 00
107. Total for maintenance of way,	
MOTIVE POWER AND CARS.	
108. For repairs of locomotives,	\$49,624 34
109. For new locomotives, to cover depreciation,	35,000 00
110. For repairs of passenger cars,	18,326 08
111. For new passenger cars, to cover depreciation,	14,700 00
112. For repairs of merchandise cars,	33,250 00
113. For new merchandise cars, to cover depreciation,	6,750 00
114. For repairs of gravel and other cars,	Nothing.
115. Total for maintenance of motive power and cars,	
116. Number of engines,	30
117. Number of passenger cars,	41
118. Number of baggage cars,	12

119. Number of merchandise cars,	290	
120. Number of gravel cars,	66	
MISCELLANEOUS.		
[Cost of water,]	\$2,260 04	
131. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 1,750. Cost of the same, \$5.25,	9,187 60	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 7,400. Cost of the same, \$10.97,	81,178 00	
122. For oil used by cars and engines,	8,978 84	
123. For waste and other material for cleaning,	2,398 81	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	73,490 25	
125. For salaries, wages and incidental expenses, chargeable to freight department,	110,989 64	
126. For gratuities and damages,	5,000 00	
127. For taxes and insurance, (including U. S. government and State taxes,)	114,345 74	
128. For ferries,	Nothing.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	60,000 00	
130. For renewals of iron, including laying down,	} 38,718 19	
131. For new iron laid down, deducting the value of old iron taken up,		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	Nothing.	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	Nothing.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	20,053 34	
135. Total miscellaneous,		\$526,690 35
136. Total expenditures for working the road,		\$804,963 74
137. Total amount of interest paid during the year,		1,186 25
		<u>\$806,139 99</u>
INCOME DURING THE YEAR.		
138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company,	\$429,447 83	
2. To and from other roads, specifying what,	222,306 29	
139. For <i>Freight</i> :—		
1. On main road and branches owned by company,	309,680 84	
2. To and from other connecting roads,	180,653 83	
140. U. S. mails, [\$9,576 ; interest rec'd, \$18,763.23,]	23,338 22	
141. Rents, [\$11,421.96 ; Expresses, \$18,933.07,]	25,365 03	
142. Total income,		\$1,190,784 04
143. Net earnings, after deducting expenses,	384,644 05	
DIVIDENDS.		
144. 10 per cent. Total,		\$336,000 00
145. Surplus not divided,	\$48,644 05	
146. Surplus last year,	493,407 33	
147. Total surplus,		542,051 38
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—		
148. Of roads and bridges,	Nothing.	

9. Buildings,	} Nothing.
10. Engines and cars,	

MORTGAGE DEBTS.

11. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	} Nothing.
12. Mortgage debt paid since last report,	
13. Increase of mortgage debt since last report,	
14. Present amount of mortgage debts,	
15. Number of mortgages on road and franchise, or any property of the Corporation,	

ACCIDENTS.

December 25, 1865.—Samuel Huggs was walking on the track, near Pro
 vidence, and was knocked down, and one of his legs was injured so that ampu
 tation was necessary. He was intoxicated at the time.

January 12, 1866.—Eugene Jackson fell under a train, at Jamaica Plain
 station, and had right arm crushed.

January 15, 1866.—John H. Jackson jumped from steamboat train, near
 South station, and was killed.

April 28, 1866.—Dwight Clafin, crossing track at Attleborough, was struck
 by a passing passenger train, and received several wounds.

June 3, 1866.—A. Crowell and wife, while riding in a covered carriage, were
 struck by the Attleborough crossing by the New York mail train.

June 30, 1866.—James H. Wright was severely injured, at Railroad Street
 crossing, in Providence, by a passing train.

July 7, 1866.—Robert Wilson, while on the track, was struck by a freight
 train at Hebronville station, and seriously injured.

November 10, 1866.—Catherine Spellman, aged seventy, and very deaf, while
 walking on the track, in Roxbury, was struck by a passenger train and killed instantly.

November 26, 1866.—Samuel H. Spooner, Jr., fell from the platform, at Pav
 ment station, and was run over by a passenger train coming from Providence. He
 died about two hours after receiving injuries.

C. H. WARREN,
 S. T. DANA,
 JOHN H. CLIFFORD,
 T. P. I. GODDARD,

Directors of the Boston and Providence Railroad Corporation.

SUFFOLK, ss. December 31, 1866. Then personally appeared Charles H. Warren,
 and Sam'l T. Dana and severally made oath to the truth of the foregoing state
 ments, and they subscribed, according to their best knowledge and belief.

Before me, ALBERT A. FOLSOM, *Justice of the Peace.*

BRISTOL, ss. January 2, 1867. Then personally appeared John H. Clifford,
 and he made oath to the truth of the foregoing statement by him subscribed, according
 to his knowledge and belief.

Before me, C. W. CLIFFORD, *Justice of the Peace.*

STATE OF RHODE ISLAND.

PROVIDENCE, ss. In the city of Providence, on this 31st day of December, A. D. 1866, personally came T. P. I. Goddard, and made solemn oath that the facts and statements in the above written paper by him signed, are true to the best of his knowledge and belief.

Before me,

ABRAHAM REAGAN, *Justice of the Peace.*

REPORT

OF THE

BOSTON AND WORCESTER RAILROAD CORPORATION

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$4,000,000 00
2. Number of shares of capital stock issued,	45,000	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	\$4,500,000 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		4,500,000 00
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	505,214 02	
12. Floating debt paid since last report,	103,694 47	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,*		
15. Total present amount of funded and floating debt,		
16. Average rate of interest per annum paid during the year,	None.	
17. Maximum amount of debts during the year,	401,519 56	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$660,000 00	
19. For graduation and masonry paid during the past year,	None.	
20. Total am't expended for graduation and masonry,		\$660,000 00
21. For wooden bridges, per last report,	240,000 00	
22. For wooden bridges paid during the past year,	None.	
23. Total amount expended for wooden bridges,		240,000 00
24. Total amount expended for iron bridges, (if any,)	None.	
25. For superstructure, including iron, per last report,	1,325,000 00	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		1,325,000 00
28. For stations, buildings and fixtures, per last report,	745,000 00	
29. For stations, buildings and fixtures paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		745,000 00
31. For land, land-damages and fences, per last report,	873,000 00	
32. For land, land-damages and fences paid during the past year,	None.	

* Floating debt consists of unpaid dividends, balance to other roads, pay-rolls and bills first of December.

33. Total amount expended for land, land-damages, and fences,		\$373,000 00
34. For locomotives, per last report,	\$179,425 23	
35. For locomotives paid during the past year,	None.	
36. Total amount expended for locomotives,		179,425 23
37. For passenger and baggage cars, per last report,	75,565 76	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		75,565 76
40. For merchandise cars, per last report,	182,425 33	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,		182,425 33
43. For engineering, per last report,	219,583 68	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		219,583 68
46. For agencies and other expenses, per last report,	None.	
47. For agencies and other expenses paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,		None.
49. Total cost of road and equipment,		4,500,000 00
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	1,259,810 10	

CHARACTERISTICS OF ROAD.

51. Length of road,	44½ miles.
52. Length of single main track,	None.
53. Length of double main track,	44½ miles.
54. Length of branches owned by the Company, stating whether they have a single or double track,	24 miles single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	18 miles.
56. Weight of rail, per yard, in main road,	60 and 80 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	39, 50 and 60 lbs.
58. Maximum grade, with its length, in main road,	{ 30 feet for 10½ miles, and 37½ feet for 1,100 feet.
59. Maximum grade, with its length, in branch roads,	{ 30 feet for 2½ miles, and 37 feet for 1½ miles.
60. Total rise and fall in main road,	714 feet.
61. Total rise and fall in branch roads,	316 feet.
62. Shortest radius of curvature, with length of curve, in main road,	600 feet for 900 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	500 feet for 1,080 feet.
64. Total degrees of curvature, in main road,	1,855°
65. Total degrees of curvature, in branch roads,	1,223°
66. Total length of straight line, in main road,	26 2-10 miles.
67. Total length of straight line, in branches,	15 7-8 miles.
68. Aggregate length of wooden truss bridges,	250 feet.
69. Aggregate length of all other wooden bridges,	{ 1,628 feet on main road, 1,490 feet on branches.
70. Aggregate length of iron bridges,	125 feet.
71. Whole length of road unfenced on both sides,	About 10 miles.
72. Number of public ways crossed at grade,	{ 44 on main road, 27 on branches.
73. Number of railroads crossed at grade,	2—B. & P. and W. & N.
74. Remarks,	—
75. Way stations for express trains,	1—Framingham.

76. Way stations for accommodation trains,	14 on main
77. Flag stations,	17
78. Whole number of way stations,	30
79. Whole number of flag stations,	17

DOINGS DURING THE YEAR.

80. Miles run by passenger trains,	479,978
81. Miles run by freight trains,	233,242
82. Miles run by other trains,	16,251
83. Total miles run,	
84. Number of passengers carried in the cars,	2,863,820
85. Number of passengers carried one mile,	42,008,820
86. Number of tons of merchandise carried in the cars,	549,318
87. Number of tons of merchandise carried one mile,	20,383,961
88. Number of passengers carried one mile, to and from other roads,	14,300,624
89. Number of tons carried one mile, to and from other roads,	15,441,481
90. Rate of speed adopted for express passenger trains, including stops,	31 miles per hour
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	31 miles per hour
92. Rate of speed adopted for accommodation trains,	22 miles per hour
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	22 miles per hour
94. Average rate of speed actually attained by special trains, including stops and detentions,	20 miles per hour
95. Average rate of speed adopted for freight trains, including stops,	11 miles per hour
96. Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile,	22,119,370
97. Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile,	29,689,191

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$111,645 40
99. For repairs of wooden bridges,	21,490 61
100. For wages of switchmen, average per month,	\$52 47
101. For wages of gate-keepers, average per month,	20 92
102. For wages of signal-men, average per month,	32 09
103. For wages of watchmen, average per month,	48 52
104. Number of men employed, exclusive of those engaged in construction,	831
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	Included in repairs.
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	Included in repairs.
107. Total for maintenance of way,	

MOTIVE POWER AND CARS.

108. For repairs of locomotives,	\$86,928 00
109. For new locomotives, [for increased business,]	16,800 00
110. For repairs of passenger cars,	38,391 19
111. For new passenger cars, [for increased business,]	19,400 00
112. For repairs of merchandise cars,	29,816 58

113. For new merchandise cars, [for increased business, \$78,021.87; less the \$20,000 set aside from last year's earnings,]	\$58,021 87
114. For repairs of gravel and other cars, . . .	None.
115. Total for maintenance of motive power and cars, [including new,]	\$249,357 64
116. Number of engines,	36
117. Number of passenger cars,	58 8-wh., 1 4-wh., also, 2-5 of 5 on Steamboat train, and 44-284 of 25 on Land Route train.
118. Number of baggage cars,	10 8-wh.; also, 2-5 of 2 on Steamboat train, and 44-284 of 14 on Land Route train.
119. Number of merchandise cars,	371 8-wh., 6 4-wh.—748 4-wh.
120. Number of [coal] cars,	25 4-wheel.

MISCELLANEOUS.

121. For fuel used by engines during the year, viz.:—	
1. Wood, number of cords, 6,656. Cost of the same,	\$131,641 78
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 8,290. Cost of same,	
122. For oil used by cars and engines,	15,704 50
123. For waste and other material for cleaning,	3,172 76
124. For salaries, wages, and incidental expenses, chargeable to passenger department,	131,496 86
125. For salaries, wages, and incidental expenses, chargeable to freight department,	228,591 16
126. For gratuities and damages, [including \$9,331.80 by fire,]	16,364 33
127. For taxes and insurance, [including State tax, \$74,169.23,]	91,313 71
[United States government tax,]	48,370 07
128. For ferries,	None.
129. For repairs of station buildings, aqueducts, fixtures, furniture, [including new,]	146,904 55
130. For renewals of iron, including laying down,	Included in road repairs.
131. For new iron laid down, deducting the value of old iron taken up,	125,386 08
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	None.
133. For amount paid other companies, as rent for use of their roads, specifying each company, [Agricultural Branch,]	21,695 23
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	53,496 09
135. Total miscellaneous,	\$1,016,131 12
136. Total expenditures for working the road, [including additions and improvements,]	1,424,528 21
137. Total amount of interest paid during the year,	None.

INCOME DURING THE YEAR.	
138. For Passengers :—	
• 1. On main road, including branches owned by company, [\$577,961.42,]	}
2. To and from other roads, specifying what, [\$360,734.43,]	
139. For Freight :—	\$1,801,230 00
1. On main road, and branches owned by Co., [\$301,764.72,]	}
2. To and from other connecting roads, [\$470,769.43,]	
140. U. S. mails,	14,164 26
141. Rents,	18,383 97
[Express, interest and other income,]	80,951 31
142. Total income,	\$
143. Net earnings, after deducting expenses,	490,201 33
DIVIDENDS.	
144. 10 per cent. Total, [including government tax on same,]	\$473,684 20
145. Surplus not divided,	16,617 13
146. Surplus last year, [reduced by purchase of real estate,]	563,801 07
147. Total surplus,	
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ:—	
148. Of roads and bridges,	} None.
149. Buildings,	
150. Engines and cars,	
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	} None.
152. Mortgage debt paid since last report,	
153. Increase of mortgage debt since last report,	
154. Present amount of mortgage debts,	
155. Number of mortgages on road and franchise, or any property of the Corporation,	

ACCIDENTS DURING THE YEAR.

December 6, 1866.—George Franklin, a brakeman, hit the Albany was run over, and, in consequence, had a leg amputated.

December 17, 1866.—Charles Bacon, fireman, fell off an engine while ing both wrists.

December 23, 1866.—William Carnham had an arm broken by being of morning express from Worcester, at Cordavilla, while rolling a track.

December 28, 1866.—John Constantine was killed at Milldam crossing by attempting to cross the track immediately ahead of express train.

April 6, 1866.—Luther Bixby was killed at Ashland, being struck express train.

April 26, 1866.—Edward Adams, an employee, while shackling cars was so injured that he died on the 28th.

May 9, 1866.—Frank Matte jumped from a train in motion near Brighton about 11.30, P. M., breaking his left leg. No one saw him, and he was not found until the following morning. He was taken to hospital and did well.

May 26, 1866.—Timothy Donovan, an employee, attempting to get upon a train while in motion, at Back Bay, was run over, and died on the 28th at the General Hospital.

June 19, 1866.—C. L. Preston, a freight brakeman, was killed by coming in contact with the Wellesley bridge.

July 9, 1866.—Mary Welsh, a girl of nine years, was hit by an engine near Wellesley, and seriously injured, but has recovered.

July 20, 1866.—William Sculley, a boy of eleven years, while playing in Boston freight house, was caught between platform and car, and so injured that he died in the City Hospital on the 22d.

August 16, 1866.—Jesse Fowler, an employee, fell from freight train near Westborough. He had one leg run over and afterward amputated.

August 17, 1866.—S. B. Stone, of Natick, while running a wheelbarrow across the track, was hit and run over by an engine, making amputation of one foot necessary.

August 23, 1866.—Edward Rice, a brakeman, was killed by coming in contact with Ashland bridge.

August 29th, 1866.—Mrs. A. N. Smith stepped from train at Fayville while it was moving. She was thrown down and slightly injured.

September 5, 1866.—Jacob Katzman, was struck by an engine while crossing track near engine-house in Boston, and killed.

October 25, 1866.—Charles H. Smalledge, conductor of freight train, was killed by coming in contact with Grantville bridge.

November 3, 1866.—James Crow, while intoxicated, crossed track near passenger house in Boston just ahead of a moving train, and had one leg run over. Amputation was necessary.

November 23, 1866.—Thomas Lackey, a brakeman, fell from train at West Newton, and was run over, making amputation of one foot necessary.

GINERY TWICHELL,
DANIEL DENNY,
NATH. HAMMOND,
BENJ. F. WHITE,
EMORY WASHBURN,
PETER T. HOMER,
D. WALDO LINCOLN,
WILLIAM CLAFLIN,
GEO. P. UPHAM,

Directors of the Boston and Worcester Railroad Corporation.

SUFFOLK, ss. December 29, 1866. Then personally appeared Ginery Twichell, Daniel Denny, Benj. F. White, Emory Washburn, Peter T. Homer, D. Waldo Lincoln, William Claflin, and Geo. P. Upham, and severally made oath, and Nathaniel Hammond and affirmed, to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

GEO. S. HALE, *Justice of the Peace.*

REPORT

OF THE

CAPE COD RAILROAD CORPORATION

FOR THE YEAR ENDING NOVEMBER 30,

1. Capital stock,	10,000
2. Number of shares of capital stock issued,	-
3. Increase of capital since last report,	-
4. Capital paid in, per last report,	\$721,925
5. Capital paid in since last report,	-
6. Total amount of capital stock paid in,	-
7. Funded debt, per last report,	25,700
8. Funded debt paid since last report,	25,700
9. Funded debt, increase of, since last report,	-
10. Total present amount of funded debt,	Nothing
11. Floating debt, per last report,	15,000
12. Floating debt paid since last report,	3,950
13. Floating debt, increase of, since last report,	-
14. Total present amount of floating debt,	-
15. Total present amount of funded and floating debt,	-
16. Average rate of interest per annum paid during the year,	6 per cent
17. Maximum amount of debts during the year,	40,700
COST OF ROAD AND EQUIPMENT.	
18. For graduation and masonry, per last report,	\$207,921
19. For graduation and masonry paid during the past year,	-
20. Total am't expended for graduation and masonry,	-
21. For wooden bridges, per last report,	30,305
22. For wooden bridges paid during the past year,	-
23. Total amount expended for wooden bridges,	-
24. Total amount expended for iron bridges, (if any,)	-
25. For superstructure, including iron, per last report,	433,120
26. For superstructure, including iron, paid during the past year,	-
27. Total amount expended for superstructure, including iron,	-
28. For stations, buildings and fixtures, per last report,	91,259
29. For stations, buildings and fixtures paid during the past year,	-
30. Total amount expended for stations, buildings and fixtures,	-
31. For land, land-damages and fences, per last report,	76,323
32. For land, land-damages and fences paid during the past year,	-

1. Total amount expended for land, land-damages and fences,		\$76,823 96
4. For locomotives, per last report,	\$54,545 96	
5. For locomotives paid during the past year,	-	
6. Total amount expended for locomotives,		54,545 96
7. For passenger and baggage cars, per last report,	31,083 73	
8. For passenger and baggage cars paid during the past year,	-	
9. Total amount expended for passenger and baggage cars,		31,083 73
10. For merchandise cars, per last report,	38,235 04	
11. For merchandise cars paid during the past year,	-	
12. Total amount expended for merchandise cars,		38,235 04
13. For engineering, per last report,	21,054 95	
14. For engineering paid during the past year,	-	
15. Total amount expended for engineering,		21,054 95
16. For agencies and other expenses, per last report,	47,243 85	
17. For agencies and other expenses paid during the past year,	-	
18. Total amount expended for agencies and other expenses,		47,243 85
19. Total cost of road and equipment,		\$1,031,525 15
20. Amount of assets or property held by the corporation, in addition to the cost of the road,	61,953 23	

CHARACTERISTICS OF ROAD.

21. Length of road,	46.01 miles.
22. Length of single main track,	46.01 miles.
23. Length of double main track,	None.
24. Length of branches owned by the Company, stating whether they have a single or double track,	1.04 miles, single track.
25. Aggregate length of sidings, and other tracks, excepting main track and branches,	2.70 miles.
26. Weight of rail, per yard, in main road,	56 pounds.
27. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	56 pounds.
28. Maximum grade, with its length, in main road,	{ 47.52 ft. per mile for 2.79 miles.
29. Maximum grade, with its length, in branch roads,	40 feet for small distance.
30. Total rise and fall in main road,	956.19 feet.
31. Total rise and fall in branch roads,	22 feet.
32. Shortest radius of curvature, with length of curve, in main road,	1,432.4 feet for 1,100 feet.
33. Shortest radius of curvature, with length of curve, in branch roads,	300 feet for small distance.
34. Total degrees of curvature in main road,	1,147° 28' 44"
35. Total degrees of curvature in branch roads,	233°
36. Total length of straight line in main road,	30.25 miles.
37. Total length of straight line in branches,	0.21 miles.
38. Aggregate length of wooden truss bridges,	179 feet.
39. Aggregate length of all other wooden bridges,	434 feet.
40. Aggregate length of iron bridges,	-
41. Whole length of road unfenced on both sides,	$\frac{1}{2}$ mile.
42. Number of public ways crossed at grade,	44
43. Number of railroads crossed at grade,	None.
44. Remarks,	-
45. Way stations for express trains,	None.
46. Way stations for accommodation trains,	13
47. Flag stations,	2
48. Whole number of way stations,	13
49. Whole number of flag stations,	2

DOINGS DURING THE YEAR.	
80. Miles run by passenger trains,	57,140
81. Miles run by freight trains,	26,170
82. Miles run by other trains,	1,300
83. Total miles run,	
84. Number of passengers carried in the cars,	167,389
85. Number of passengers carried one mile,	4,020,682
86. Number of tons of merchandise carried in the cars, .	61,323
87. Number of tons of merchandise carried one mile, .	1,180,866
88. Number of passengers carried one mile, to and from other roads,	3,309,707
89. Number of tons carried one mile, to and from other roads,	1,035,679
90. Rate of speed adopted for express passenger trains, including stops,	-
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	-
92. Rate of speed adopted for accommodation trains, .	22 miles per
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	22 miles per
94. Average rate of speed actually attained by special trains, including stops and detentions,	-
95. Average rate of speed adopted for freight trains, including stops,	13 miles per
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	2,500,000
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile,	1,750,000

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .	\$18,065 27
99. For repairs of wooden bridges,	-
100. For wages of switchmen, average per month,	Total, 2,306 00
101. For wages of gate-keepers, average per month,	
102. For wages of signal-men, average per month,	
103. For wages of watchmen, average per month,	
104. Number of men employed, exclusive of those engaged in construction,	105
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	-
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	302 92
107. Total for maintenance of way,	

MOTIVE POWER AND CARS.

108. For repairs of locomotives,	\$9,000 00
109. For new locomotives, to cover depreciation, . .	-
110. For repairs of passenger cars, [including one built at shop,]	14,909 54
111. For new passenger cars, to cover depreciation, .	-
112. For repairs of merchandise cars, [including ten (10) built at shop and two bought, 8-wheel,] . .	17,823 20
113. For new merchandise cars, to cover depreciation, .	-
114. For repairs of gravel and other cars, [including above,]	-
115. Total for maintenance of motive power and cars, .	

116. Number of engines,	7	
117. Number of passenger cars,	12	
118. Number of baggage cars,	5	
119. Number of merchandise cars,	58	
120. Number of gravel cars,	47	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, No. of cords, 1,709. Cost of the same,	\$10,254 00	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 450. Cost of same,	4,500 00	
122. For oil used by cars and engines,	1,563 42	
123. For waste and other material for cleaning,	382 48	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	9,787 34	
125. For salaries, wages and incidental expenses, chargeable to freight department,	4,893 67	
126. For gratuities and damages,	3,684 12	
127. For taxes and insurance,	19,241 33	
128. For ferries,	—	—
129. For repairs of station buildings, [wharf, bridges,] aqueducts, fixtures, furniture,	3,677 95	
130. For renewals of iron [and ties,] [laying down included in road repairs,]	5,506 94	
131. For new iron laid down, deducting the value of old iron taken up,	—	—
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	—	—
133. For amount paid other companies, as rent for use of their roads, specifying each company,	—	—
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	8,120 71	
135. Total miscellaneous,		\$71,661 86
136. Total expenditures for working the road,		134,068 90
137. Total amount of interest paid during the year,	2,861 90	
INCOME DURING THE YEAR.		
138. For Passengers:—		
1. On main road, including branches owned by company,	\$28,492 12	
2. To and from other roads, specifying what, [Old Colony and Newport, Fairhaven, and Cape Cod Central Railroads,]	116,306 74	
139. For Freight:—		
1. On main road and branches owned by Co.,	13,787 00	
2. To and from other connecting roads,	37,259 76	
140. U. S. Mails,	5,600 00	
141. Rents, [wharfage,]	751 29	
142. Total income,		\$202,096 91
143. Net earnings, after deducting expenses, (and interest,)		65,166 11
DIVIDENDS.		
144. \$ 33-100 per cent. Total,		\$50,000 00
145. Surplus not divided, [which has been applied toward payment of debts of company,]	15,166 11	
146. Surplus last year,	—	—
147. Total surplus,	—	—

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,
VIZ.:

148. Of road and bridges,	-
149. Buildings,	-
150. Engines and cars,	-

MORTGAGE DEBTS.

151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	-
152. Mortgage debt paid since last report,	-
153. Increase of mortgage debt since last report,	-
154. Present amount of mortgage debts,	-
155. Number of mortgages on road and franchise, on any property of the corporation,	-

RICHARD BORDEN

ALEXANDER BAXTER

M. S. LINCOLN,

E. N. WINSLOW,

Directors of the Cape Cod Railroad

BARNSTABLE, ss. December 28, 1866. Then personally appeared Richard Borden, Alexander Baxter, Miner S. Lincoln and Ephraim N. Winslow, and they swore to the truth of the foregoing statement by them subscribed.

Before me,

CHARLES H. NYE, *Justice of the Peace*

REPORT

OF THE

CAPE COD CENTRAL RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$200,000
2. Number of shares of capital stock issued,	2,000	
3. Increase of capital, since last report,	None.	
4. Capital paid in, per last report,	\$147,873 47	
5. Capital paid in, since last report,	-	-
6. Total amount of capital stock paid in, [and sub- scriptions, &c.,]		186,799
7. Funded debt, per last report,	None.	
8. Funded debt, paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,		126,000
11. Floating debt, per last report,	None.	
12. Floating debt, paid since last report,	None.	
13. Floating debt, increase of, since last report,	26,848 46	
14. Total present amount of floating debt,		26,848
15. Total present amount of funded and floating debt,		152,848
16. Average rate of interest per annum, paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	\$37,647 79	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	-	-
19. For graduation and masonry, paid during the past year,	-	-
20. Total am't expended for graduation and masonry,		\$77,397
21. For wooden bridges, per last report,	-	-
22. For wooden bridges, paid during the past year,	-	-
23. Total amount expended for wooden bridges,		2,904
24. Total amount expended for iron bridges, (if any,)	-	-
25. For superstructure, including iron, per last report,	-	-
26. For superstructure, including iron, paid during the past year,	-	-
27. Total amount expended for superstructure, in- cluding iron,		162,909
28. For stations, buildings and fixtures, per last report,	-	-
29. For stations, buildings and fixtures, paid during the past year,	-	-
30. Total amount expended for stations, buildings and fixtures,		13,769
31. For land, land-damages and fences, per last report,	-	-
32. For land, land-damages and fences, paid during the past year,	-	-
33. Total amount expended for land, land-damages and fences,		14,540

4. For locomotives, per last report,		
5. For locomotives, paid during the past year,		
6. Total amount expended for locomotives,		
7. For passenger and baggage cars, per last report,		
8. For passenger and baggage cars, paid during the past year,		
9. Total amount expended for passenger and baggage cars,		
10. For merchandise cars, per last report,		
11. For merchandise cars, paid during the past year,		
12. Total amount expended for merchandise cars,		
13. For engineering, per last report,	-	-
14. For engineering, paid during the past year,	-	-
15. Total amount expended for engineering,		\$14,000
16. For agencies and other expenses, per last report,	-	-
17. For agencies and other expenses, paid during the past year, [Commissions on bonds, \$25,058.67,]	\$32,072 15	
18. Total amount expended for agencies and other expenses,	-	-
19. Total cost of road and equipment,		337,000
20. Amount of assets or property held by the corporation, in addition to the cost of the road,	-	-

This road is equipped with the engines and rolling stock of the Cape Railroad.

CHARACTERISTICS OF ROAD.

51. Length of road,	16.8 miles.
52. Length of single main track,	16.8 miles.
53. Length of double main track,	None.
54. Length of branches owned by the company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	-
56. Weight of rail, per yard, in main road,	45 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	66.6 feet for 1½ miles.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	523 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	1,432 feet for 3,700 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature, in main road,	764½
65. Total degrees of curvature, in branch roads,	None.
66. Total length of straight line, in main road,	13.13
67. Total length of straight line, in branches,	None.
68. Aggregate length of wooden truss bridges,	None.
69. Aggregate length of all other wooden bridges,	225 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	10½ miles.
72. Number of public ways crossed at grade,	36
73. Number of railroads crossed at grade,	None.
74. Remarks,	-
75. Way stations for express trains,	-
76. Way stations for accommodation trains,	4
77. Flag stations,	2
78. Whole number of way stations,	4
79. Whole number of flag stations,	2

DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,	37,294	
81. Miles run by freight trains,	None.	
82. Miles run by other trains,	None.	
83. Total miles run,		27,21
84. Number of passengers carried in the cars,	53,928	
85. Number of passengers carried one mile,	567,716	
86. Number of tons of merchandise carried in the cars,	4,843	
87. Number of tons of merchandise carried one mile,	59,480	
88. Number of passengers carried one mile, to and from other roads,	412,753	
89. Number of tons carried one mile, to and from other roads,	4,343	
90. Rate of speed adopted for express passenger trains, including stops,	-	-
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-
92. Rate of speed adopted for accommodation trains,	20 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	20 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	-	-
95. Average rate of speed adopted for freight trains, including stops,	20 miles per hour.	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	-	-
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	-	-
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, [inclusive] of wooden bridges, and renewals of iron,	\$7,760 75	
99. For repairs of wooden bridges,	-	
100. For wages of switchmen, average per month,	Total, 720 00	
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month,		
103. For wages of watchmen, average per month,		
104. Number of men employed, exclusive of those engaged in construction,	-	-
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	Nothing.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	Nothing.	
107. Total for maintenance of way,	-	-
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	Motive power and cars furnished by the Cape C Railroad Company, at cost of \$6,893.09.	
109. For new locomotives, to cover depreciation,		
110. For repairs of passenger cars,		
111. For new passenger cars, to cover depreciation,		
112. For repairs of merchandise cars,		
113. For new merchandise cars, to cover depreciation,		
114. For repairs of gravel and other cars,		
115. Total for maintenance of motive power and cars,		
116. Number of engines,	-	-

CAPE COD CENTRAL RAILROAD.

. Number of passenger cars,	-
. Number of baggage cars,	-
. Number of merchandise cars,	-
. Number of gravel cars,	-

MISCELLANEOUS.

. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords,	Cost of the same,	-
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,)	Cost of same, [including oil,]	\$3,748 43
. For oil used by cars and engines,		-
. For waste and other material for cleaning,		91 51
. For salaries, wages and incidental expenses, chargeable to passenger department,		5,530 32
. For salaries, wages and incidental expenses, chargeable to freight department,		500 00
. For gratuities and damages,		None.
. For taxes and insurance,		1,879 06
. For ferries,		-
. For repairs of station buildings, aqueducts, fixtures, furniture,		Nothing.
. For renewals of iron, including laying down,		Nothing.
. For new iron laid down, deducting the value of old iron taken up,		None.
. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		-
. For amount paid other companies, as rent for use of their roads, specifying each company,		-
. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		390 88
. Total miscellaneous,		-
. Total expenditures for working the road,		\$28
. Total amount of interest paid during the year,		-

INCOME DURING THE YEAR.

. For Passengers :—		
1. On main road, including branches owned by company,		\$8,190 15
2. To and from other roads, specifying what, [Cape Cod,]		20,201 86
. For Freight :—		
1. On main road and branches owned by company,		337 00
2. To and from other connecting roads,		2,810 33
. United States mails,		1,900 00
. Rents,		100 00
. Total income,		\$33
. Net earnings, after deducting expenses,		-

DIVIDENDS.

. per cent. Total,	-
. Surplus not divided,	-
. Surplus last year,	-
. Total surplus,	-

The above report of income is made up on the rates proposed by the Superintendent of Railroad, but not acceded to by this Company, who claim more.

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,
Viz. :—

148. Of roads and bridges,	-	-
149. Buildings,	-	-
150. Engines and cars,	-	-

MORTGAGE DEBTS.

151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	\$125,000 00
152. Mortgage debt paid since last report,	None.
153. Increase of mortgage debts since last report,	None.
154. Present amount of mortgage debts,	125,000 00
155. Number of mortgages on road and franchise, or any property of the Corporation,	One.

BENJ'N FREEMAN,
ELISHA BANGS,
J. K. BAKER, JR.,
P. S. CROWELL,
FREEMAN COBB,

Directors of the Cape Cod Central Railroad Corporation.

BARNSTABLE, ss. December 31, 1866. Then personally appeared Benjamin Freeman, Elisha Bangs, J. K. Baker, Jr., and Prince S. Crowell, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

FRED'K HEBARD, Justice of the Peace.

CHESHIRE RAILROAD.

REPORT

OF THE

CHESHIRE RAILROAD CORPORATION

FOR THE YEAR ENDING NOVEMBER 30, 1866.

Capital stock,		\$2,163
Number of shares of capital stock issued,		
[21,000 preferred; 533 old.]	21,533	
Increase of capital since last report,	None.	
Capital paid in, per last report,	\$2,085,925 00	
Capital paid in since last report,	None.	
Total amount of capital stock paid in,		2,085
Funded debt, per last report,	677,400 00	
Funded debt paid since last report,	4,200 00	
Funded debt, increase of, since last report,	None.	
Total present amount of funded debt,		677
Floating debt, per last report,	None.	
Floating debt paid since last report,	None.	
Floating debt, increase of, since last report,	None.	
Total present amount of floating debt,	None.	
Total present amount of funded and floating debt,		677
Average rate of interest per annum paid during the year,	6 per cent.	
Maximum amount of debts during the year,	687,200 00	
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	\$1,490,749 84	
For graduation and masonry paid during the past year,	None.	
Total amount expended for graduation and masonry,		\$1,490
For wooden bridges, per last report,	41,490 38	
For wooden bridges paid during the past year,	None.	
Total amount expended for wooden bridges,		41
Total amount expended for iron bridges, (if any,)	None.	
For superstructure, including iron, per last report,	480,371 86	
For superstructure, including iron, paid during the past year,	None.	
Total amount expended for superstructure, including iron,		480
For stations, buildings and fixtures, per last report,	106,333 62	
For stations, buildings and fixtures paid during the past year,	None.	
Total amount expended for stations, buildings and fixtures,		106
For land, land-damages and fences, per last report,	126,514 90	
For land, land-damages and fences paid during the past year,	1,464 50	

33. Total amount expended for land, land-damages, and fences,		\$127,979
34. For locomotives, per last report,	\$138,469 39	
35. For locomotives paid during the past year,	None.	
36. Total amount expended for locomotives,		138,469
37. For passenger and baggage cars, per last report,	24,971 86	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		24,971
40. For merchandise cars, per last report,	158,826 07	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,		158,826
43. For engineering, per last report,	46,889 68	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		46,889
46. For agencies and other expenses, per last report,	172,826 11	
47. For agencies and other expenses, [received] during the past year,	100,000 00	
48. Total amount expended for agencies and other expenses,		72,826
49. Total cost of road and equipment,		2,688,907
50. Amount of assets or property held by the corporation in addition to the cost of the road,	247,381 67	

CHARACTERISTICS OF ROAD.

51. Length of road,	53 646-1,000 miles.
52. Length of single main track,	53 646-1,000 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	9 miles.
56. Weight of rail, per yard, in main road,	60 pounds.
57. Weight of rail, per yard, in branch roads (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	59 664-1,000 ft. 14 8-10 n
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	2,377 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature; with length of curve, in main road,	955 feet, 70 feet long.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	3,152° 19'
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	31 28-100 miles.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	1,634 feet.
69. Aggregate length of all other wooden bridges,	425 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	All fenced.
72. Number of public ways crossed at grade,	87
73. Number of railroads crossed at grade,	None.
74. Remarks,	None.
75. Way stations for express trains,	4
76. Way stations for accommodation trains,	11
77. Flag stations,	4
78. Whole number of way stations,	16
79. Whole number of flag stations,	4

DOINGS DURING THE YEAR.	
1. Miles run by passenger trains,	123,977
2. Miles run by freight trains,	282,146
3. Miles run by other trains,	16,294
4. Total miles run,	
5. Number of passengers carried in the cars,	117,236
6. Number of passengers carried one mile,	4,448,683
7. Number of tons of merchandise carried in the cars, .	223,725
8. Number of tons of merchandise carried one mile, .	12,536,021
9. Number of passengers carried one mile to and from other roads,	8,456,796
10. Number of tons carried one mile to and from other roads,	11,825,922
11. Rate of speed adopted for express passenger trains, including stops,	25 miles per h
12. Average rate of speed actually attained by express passenger trains, including stops and detentions, .	20 miles per h
13. Rate of speed adopted for accommodation trains, .	22 miles per h
14. Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles per h
15. Average rate of speed actually attained by special trains, including stops and detentions,	None.
16. Average rate of speed adopted for freight trains, including stops,	10 miles per h
17. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	3,336,516
18. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	18,804,031
EXPENDITURES FOR WORKING THE ROAD.	
98. For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, .	\$68,565 26
99. For repairs of wooden bridges,	124 36
100. For wages of switchmen, average per month, \$46 00	2,350 38
101. For wages of gate-keepers, average per month, None.	Total,
102. For wages of signal-men, average per month, None.	
103. For wages of watchmen, average per month, 50 00	
104. Number of men employed, exclusive of those engaged in construction,	324
105. For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,)	699 55
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . .	409 50
107. Total for maintenance of way,	
MOTIVE POWER AND CARS.	
108. For repairs of locomotives,	\$46,024 28
109. For new locomotives, to cover depreciation, .	None.
110. For repairs of passenger cars,	19,590 07
1. For new passenger cars, to cover depreciation, .	None.
2. For repairs of merchandise cars,	27,309 06
3. For new merchandise cars, to cover depreciation, .	None.
4. For repairs of gravel and other cars,	None.
5. Total for maintenance of motive power and cars, .	
6. Number of engines,	21
7. Number of passenger cars,	15
8. Number of baggage cars,	7

119. Number of merchandise cars,	264 8-wheel.
120. Number of gravel cars,	None.

MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 15,351. Cost of the same,	\$72,142 92	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,	None.	
122. For oil used by cars and engines,	9,479 67	
123. For waste and other material for cleaning,	3,692 91	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	25,013 16	
125. For salaries, wages and incidental expenses, chargeable to freight department,	60,047 21	
126. For gratuities and damages,	6,000 06	
127. For taxes and insurance,	40,943 82	
128. For ferries,	None.	
129. For repairs of station buildings, aqueducts, fixtures, furniture, [including new shops,]	78,448 09	
130. For renewals of iron, including laying down,	39,743 74	
131. For new iron laid down, deducting the value of old iron taken up,	None.	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	None.	
133. For amount paid other companies, as rent for use of their roads, specifying each company, [Vermont and Massachusetts Railroad,]	39,000 00	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	9,644 97	
135. Total miscellaneous,		\$284,156 55
136. Total expenditures for working the road,		551,729 32
137. Total amount of interest paid during the year,		40,263 75

INCOME DURING THE YEAR.

138. For Passengers :—		
1. On main road, including branches owned by company,	\$40,179 89	
2. To and from other roads, specifying what, [Fitchburg, Rutland and Burlington, Vermont Central, &c.,]	154,373 89	\$194,553 78
139. For Freight :—		
1. On main road and branches owned by Co.,	46,981 22	
2. To and from other connecting roads,	391,151 30	438,132 52
140. U. S. Mails,	7,500 00	
141. Rents, [Miscellaneous and Express,]	21,430 55	
142. Total income,		661,616 85
143. Net earnings, after deducting expenses, [and interest,]	69,623 78	

DIVIDENDS.

144. 2½ per cent. Total, [and Government tax,]	\$55,263 16
145. Surplus not divided,	14,360 62
146. Surplus last year,	50,039 33
147. Total surplus,	64,899 95

**ESTIMATED DEPRECIATION BEYOND THE RENEWALS,
VIZ. :—**

48. Of roads and bridges,	} None.
49. Buildings,	
50. Engines and cars,	

MORTGAGE DEBTS.

51. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation,	} None.
52. Mortgage debt paid since last report,	
53. Increase of mortgage debt since last report,	
54. Present amount of mortgage debts,	
55. Number of mortgages on road and franchise, or any property of the Corporation,	

ACCIDENTS DURING THE YEAR.

October 23, 1866.—Mary Ann Dee, ten years of age, whilst crossing the Keene, was run over and had her leg crushed so that it had to be amputated.

E. MURDOCK, JR.,
THOS. M. EDWARDS,
C. W. CARTWRIGHT,
GEORGE HUNTINGTON,
WILLIAM A. BRIGHAM,
SAM'L GOULD,
JNO. HENRY ELLIOT.

Directors of the Cheshire Railroad Company.

Suffolk, ss. January 2, 1867. Then personally appeared E. Murdock, W. Cartwright, George Huntington, Thomas M. Edwards, William A. Brigham, Henry Elliot and Samuel Gould, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

SOUTHWORTH SHAW, *Justice of the Peace.*

REPORT

OF THE

CONNECTICUT RIVER RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$1,850,000 0
2. Number of shares of capital stock issued,	16,500	
3. Increase of capital since last report,	\$100,000 00	
4. Capital paid in, per last report,	1,591,100 00	
5. Capital paid in since last report,	68,900 00	
6. Total amount of capital stock paid in,		1,660,000 0
7. Funded debt, per last report,	250,000 00	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,		250,000 0
11. Floating debt, per last report,	1,800 00	
12. Floating debt paid since last report,	29,500 00	
13. Floating debt, increase of, since last report,	—	—
14. Total present amount of floating debt,		694 0
15. Total present amount of funded and floating debt,		250,694 0
16. Average rate of interest per annum paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	280,094 00	

COST OF ROAD AND EQUIPMENT.

18. For graduation and masonry per last report,	\$521,446 30	
19. For graduation and masonry, paid during the past year,	80,935 26	
20. Total expended for graduation and masonry,		\$602,381 6
21. For wooden bridges, per last report,	42,991 94	
22. For wooden bridges paid during the past year,	—	—
23. Total amount expended for wooden bridges,		42,991 9
24. Total amount expended for iron bridges, (if any,)	—	—
25. For superstructure, including iron, per last report,	545,287 61	
26. For superstructure, including iron paid during the past year,	18,445 00	
27. Total amount expended for superstructure, including iron,		563,732 6
28. For stations, buildings and fixtures, per last report,	121,484 85	
29. For stations, buildings and fixtures paid during the past year,	—	—
30. Total amount expended for stations, buildings and fixtures,		121,484 8
31. For land, land-damages and fences, per last report,	230,982 13	
32. For land, land-damages and fences paid during the past year,	23,610 28	

33. Total amount expended for land, land-damages and fences,	
34. For locomotives, per last report,	\$81,982 87
35. For locomotives paid during the past year,	—
36. Total amount expended for locomotives,	
37. For passenger and baggage cars, per last report,	23,360 34
38. For passenger and baggage cars paid during the past year,	—
39. Total amount expended for passenger and baggage cars,	
40. For merchandise cars, per last report,	84,483 44
41. For merchandise cars paid during the past year,	—
42. Total amount expended for merchandise cars,	—
43. For engineering, per last report,	—
44. For engineering paid during the past year,	—
45. Total amount expended for engineering,	—
46. For [engineering.] agencies and other expenses, per last report,	—
47. For [engineering.] agencies and other expenses, paid during the past year,	161,970 80
48. Total amount expended for [engineering.] agencies and other expenses,	
49. Total cost of road and equipment,	
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	
CHARACTERISTICS OF ROAD.	
51. Length of road,	60 miles.
52. Length of single main track,	46½ miles.
53. Length of double main track,	8½ miles.
54. Length of branches owned by the Company, stating whether they have a single or double track,	3 35-100 mile
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	44,350 feet.
56. Weight of rail, per yard, in main road,	{ 34 miles, 50 56 lbs., bal
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	56 lbs.
58. Maximum grade, with its length, in main road,	32 ft. per mile.
59. Maximum grade, with its length, in branch roads,	18 ft. per mile.
60. Total rise and fall in main road,	680 feet.
61. Total rise and fall in branch roads,	28 feet.
62. Shortest radius of curvature, with length of curve, in main road,	582 ft. radius
63. Shortest radius of curvature, with length of curve, in branch roads,	714 ft. rad.—
64. Total degrees of curvature in main road,	1,854°
65. Total degrees of curvature in branch roads,	449°
66. Total length of straight line in main road,	35½ miles.
67. Total length of straight line in branches,	1½ miles.
68. Aggregate length of wooden truss bridges,	2,074 feet.
69. Aggregate length of all other wooden bridges,	None.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	64
73. Number of railroads crossed at grade,	None.
74. Remarks,	—
75. Way stations for express trains,	No express tr
76. Way stations for accommodation trains,	15
77. Flag stations,	None.
78. Whole number of way stations,	16
79. Whole number of flag stations,	None.

DOINGS DURING THE YEAR.

80. Miles run by passenger trains,	137,249	
81. Miles run by freight trains,	88,699	
82. Miles run by other trains,	20,905	
83. Total miles run,		265,853
84. Number of passenger carried in the cars,	656,849	
85. Number of passengers carried one mile,	9,301,152	
86. Number of tons of merchandise carried in the cars,	203,743	
87. Number of tons of merchandise carried one mile,	5,082,525	
88. Number of passengers carried one mile, to and from other roads,	3,370,266	
89. Number of tons carried one mile, to and from other roads,	4,208,050	
90. Rate of speed adopted for express passenger trains, including stops,	} No express train run.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		
92. Rate of speed adopted for accommodation trains,	25 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	22 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	-	
95. Average rate of speed adopted for freight trains, including stops,	12 miles per hour.	
96. Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile,	No account kept.	
97. Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile,	No account kept.	

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$72,614 56	
99. For repairs of wooden bridges,	1,778 51	
100. For wages of switchmen, average per month,	\$45 00	} Total
101. For wages of gate-keepers, average per month,	45 00	
102. For wages of signal-men, average per month,	-	
103. For wages of watchmen, average per month,	50 00	
104. Number of men employed, exclusive of those engaged in construction,	290	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	761 56	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	
107. Total for maintenance of way,		\$76,154 63

MOTIVE POWER AND CARS.

108. For repairs of locomotives, [including the purchase of one additional locomotive,]	\$31,338 67	
109. For new locomotives, to cover depreciation,	-	
110. For repairs of passenger cars,	11,060 87	
111. For new passenger cars, to cover depreciation,	6,500 00	
112. For repairs of merchandise cars,	34,416 34	
113. For new merchandise cars, to cover depreciation,	6,000 00	
114. For repairs of gravel and other cars,	696 52	
[For repairs of tools and machinery,]	5,032 67	
115. Total for maintenance of motive power and cars,		\$95,037 57

CONNECTICUT RIVER RAILROAD.

6. Number of engines,	14
7. Number of passenger cars,	17 8-wheel and 1 4-
8. Number of baggage cars,	7 8-wheel and 1 4-
9. Number of merchandise cars, [89 long house, 96 long platform, 20 short platform,]	205
0. Number of gravel cars,	24

MISCELLANEOUS.

1. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, 8,399½. Cost of the same,	\$46,967 94	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,	—	
2. For oil used by cars and engines,	4,834 56	
3. For waste and other material for cleaning,	2,372 61	
4. For salaries, wages and incidental expenses, chargeable to passenger department,	28,138 96	
5. For salaries, wages and incidental expenses, chargeable to freight department,	56,960 63	
6. For gratuities and damages,	3,538 28	
7. For taxes and insurance, [exclusive of revenue stamps,]	48,546 52	
8. For ferries,	—	
9. For repairs of station buildings, aqueducts, fixtures, furniture,	28,622 19	
10. For renewals of iron, including laying down,	—	
11. For new iron laid down, deducting the value of old iron taken up,	32,082 00	
12. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	—	
13. For amount paid other companies, as rent for use of their roads, specifying each company,	—	
14. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	17,668 96	
15. Total miscellaneous,		\$269
16. Total expenditures for working the road,		\$439
17. Total amount of interest paid during the year,		15,

INCOME DURING THE YEAR.

18. For Passengers:—		
1. On main road, including branches owned by company,	\$277,890 40	
2. To and from other roads, specifying what,		
19. For Freight:—		
1. On main road and branches owned by company,	311,202 16	
2. To and from other connecting roads,		
0. U. S. mails, [\$6,093.49; express, \$10,650,]	16,743 49	
1. Rents, [\$3,428.00; other income, \$7,878.83,]	11,306 83	
2. Total income,		\$617,
3. Net earnings, after deducting expenses, [and interest,]	\$161,345 40	
[Less for new engine, delivered but not paid for,]	14,100 00	
		\$147,245 40

DIVIDENDS.	
[Sixth payment to sinking fund.]	\$8,000 00
144. 8 per cent. Total, [including Government tax of 5 per cent.,]	136,467 36
145. Surplus not divided,	9,601 40
146. Surplus last year,	23,098 61
147. Total surplus,	195,681 53
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—	
148. Of road and bridges,	—
149. Buildings,	—
150. Engines and cars,	—
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	\$250,000 00
152. Mortgage debt, paid since last report,	None.
153. Increase of mortgage debt, since last report,	None.
154. Present amount of mortgage debts,	250,000 00
155. Number of mortgages on road and franchise, or any property of the corporation,	One.

D. L. HARRIS,
I. M. SPELMAN,
C. W. CHAPIN,
EDWARD A. DANA,
IGNATIUS SARGENT,
J. H. BUTLER,

Directors of the Connecticut River Railroad Corporation.

SUFFOLK, ss. January 2, 1867. Then personally appeared D. L. Harris, I. M. Spelman, C. W. Chapin, Edward A. Dana, Ignatius Sargent and J. H. Butler, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

CHAS. E. STEVENS, *Justice of the Peace.*

REPORT

OF THE

DANVERS RAILROAD CORPORA

FOR THE YEAR ENDING NOVEMBER 30, 1886.

1. Capital stock,	
2. Number of shares of capital stock issued,	873
3. Increase of capital since last report,	-
4. Capital paid in, per last report,	\$67,500 00
5. Capital paid in since last report,	-
6. Total amount of capital stock paid in,	145,000 00
7. Funded debt, per last report,	-
8. Funded debt paid since last report,	-
9. Funded debt, increase of, since last report,	-
10. Total present amount of funded debt,	33,197 68
11. Floating debt, per last report,	-
12. Floating debt paid since last report,	-
13. Floating debt, increase of, since last report,	-
14. Total present amount of floating debt,	-
15. Total present amount of funded and floating debt,	-
16. Average rate of interest per annum, paid during the year,	Nothing.
17. Maximum amount of debts during the year,	178,197 68
COST OF ROAD AND EQUIPMENT.	
18. For graduation and masonry, per last report,	\$90,208 49
19. For graduation and masonry paid during the past year,	-
20. Total am't expended for graduation and masonry,	-
21. For wooden bridges, per last report,	-
22. For wooden bridges paid during the past year,	-
23. Total amount expended for wooden bridges,	-
24. Total amount expended for iron bridges (if any,)	-
25. For superstructure, including iron, per last report,	81,101 69
26. For superstructure, including iron, paid during the past year,	-
27. Total amount expended for superstructure, including iron,	-
28. For stations, buildings and fixtures, per last report,	9,524 17
29. For stations, buildings and fixtures paid during the past year,	-
30. Total amount expended for stations, buildings and fixtures,	-
31. For land, land-damages and fences, per last report,	31,703 13
32. For land, land-damages and fences paid during the past year,	Nothing.

33. Total amount expended for land, land-damages, and fences,		\$31,703 11
34. For locomotives, per last report,	-	-
35. For locomotives paid during the past year,	-	-
36. Total amount expended for locomotives,	-	-
37. For passenger and baggage cars, per last report,	-	-
38. For passenger and baggage cars paid during the past year,	-	-
39. Total amount expended for passenger and baggage cars,	-	-
40. For merchandise cars, per last report,	-	-
41. For merchandise cars paid during the past year,	-	-
42. Total amount expended for merchandise cars,	-	-
43. For engineering, per last report,	\$2,615 00	-
44. For engineering paid during the past year,	-	-
45. Total amount expended for engineering,	-	2,615 00
46. For agencies and other expenses, per last report,	29,308 54	-
47. For agencies and other expenses paid during the past year,	-	-
48. Total amount expended for agencies and other expenses,	-	29,308 54
49. Total cost of road and equipment,		\$244,456 01
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	None.	
CHARACTERISTICS OF ROAD.		
51. Length of road,	9 miles, 1,368 feet.	
52. Length of single main track,	9 miles, 1,368 feet.	
53. Length of double main track,	Not any.	
54. Length of branches owned by the Company, stating whether they have a single or double track,	Not any.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	1,150 feet.	
56. Weight of rail, per yard, in main road,	50 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	-	-
58. Maximum grade, with its length, in main road,	50 feet, 6,100 feet.	
59. Maximum grade, with its length, in branch roads,	-	-
60. Total rise and fall in main road,	150 feet rise, 85 feet fall.	
61. Total rise and fall in branch roads,	-	-
62. Shortest radius of curvature, with length of curve, in main road,	-	-
63. Shortest radius of curvature, with length of curve, in branch roads,	-	-
64. Total degrees of curvature in main road,	351°	
65. Total degrees of curvature in branch roads,	-	-
66. Total length of straight line in main road,	5 miles, 390 feet.	
67. Total length of straight line in branches,	-	-
68. Aggregate length of wooden truss bridges,	-	-
69. Aggregate length of all other wooden bridges,	-	-
70. Aggregate length of iron bridges,	-	-
71. Whole length of road unfenced on both sides,	-	-
72. Number of public ways crossed at grade,	14	
73. Number of railroads crossed at grade,	2	
74. Remarks,	-	-
75. Way stations for express trains,	-	-
76. Way stations for accommodation trains,	5	
77. Flag stations,	2	
78. Whole number of way stations,	5	
79. Whole number of flag stations,	2	

NOTE.—This road is leased to the Boston and Maine Railroad, and its earnings during the year, and its income and expenditures, are included in the report of that road, its business being so intimately connected that separate accounts have not been kept.

FRANCIS COGSWELL,
 PETER T. HOMER,
 NATH'L G. WHITE,
 E. J. M. HALE,
 GEORGE C. LORD,
 AMOS PAUL,
 JOHN E. BICKFORD,

Danvers Railroad, by Directors of the Boston and Maine Railroad.

SUFFOLK, ss. December 29, 1866. Then personally appeared Francis Cogswell, Peter T. Homer, Nath'l G. White, E. J. M. Hale, George C. Lord, Amos Paul, and John E. Bickford, and severally made oath to the truth of the foregoing statements which they subscribed.

Before

JAMES C. MERRILL, *Justice of the Peace.*

REPORT

OF THE

DORCHESTER AND MILTON BRANCH R. R. CORPORATION

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$130,000
2. Number of shares of capital stock issued,	733	
3. Increase of capital since last report,	—	—
4. Capital paid in, per last report,	\$73,340 00	
5. Capital paid in since last report,	—	—
6. Total amount of capital stock paid in,		73,340
7. Funded debt, per last report,	42,807 00	
8. Funded debt paid since last report,	—	—
9. Funded debt, increase of, since last report,	—	—
10. Total present amount of funded debt,		42,807
11. Floating debt, per last report,	15,641 07	
12. Floating debt paid since last report,	—	—
13. Floating debt, increase of, since last report,	—	—
14. Total present amount of floating debt,		15,641
15. Total present amount of funded and floating debt,		58,448
16. Average rate of interest per annum, paid during the year,	—	—
17. Maximum amount of debts during the year,	58,448 07	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report,	\$40,724 80	
19. For graduation and masonry paid during the past year,	—	—
20. Total amount expended for graduation and masonry,		40,724
21. For wooden bridges, per last report,	6,209 02	
22. For wooden bridges paid during the past year,	—	—
23. Total amount expended for wooden bridges,		6,209
24. Total amount expended for iron bridges, (if any,)	—	—
25. For superstructure, including iron, per last report,	30,051 73	
26. For superstructure, including iron, paid during the past year,	—	—
27. Total amount expended for superstructure, including iron,		30,051
28. For stations, buildings and fixtures, per last report,	11,508 69	
29. For stations, buildings and fixtures, paid during the past year,	—	—
30. Total amount expended for stations, buildings and fixtures,		11,508
31. For land, land-damages and fences, per last report,	32,654 06	
32. For land, land-damages and fences, paid during the past year,	—	—

33. Total amount expended for land, land-damages, and fences,	-
34. For locomotives, per last report,	-
35. For locomotives paid during the past year,	-
36. Total amount expended for locomotives,	-
37. For passenger and baggage cars, per last report,	-
38. For passenger and baggage cars paid during the past year,	-
39. Total amount expended for passenger and baggage cars,	-
40. For merchandise cars, per last report,	-
41. For merchandise cars paid during the past year,	-
42. Total amount expended for merchandise cars,	-
43. For engineering, per last report,	\$10,155 82
44. For engineering paid during the past year,	-
45. Total amount expended for engineering,	-
46. For agencies and other expenses, per last report,	5,068 65
47. For agencies and other expenses, paid during the past year,	-
48. Total amount expended for agencies and other expenses,	-
49. Total cost of road and equipment,	-
50. Amount of assets or property held by the corporation in addition to the cost of the road,	-
CHARACTERISTICS OF ROAD.	
51. Length of road,	3 miles, 1,300
52. Length of single main track,	3 miles, 1,300
53. Length of double main track,	-
54. Length of branches owned by the Company, stating whether they have a single or double track,	-
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	-
56. Weight of rail, per yard, in main road,	62 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	-
58. Maximum grade, with its length, in main road,	{ 39 6-10 feet tance, 6,000
59. Maximum grade, with its length, in branch roads,	-
60. Total rise and fall in main road,	54½ feet.
61. Total rise and fall in branch roads,	-
62. Shortest radius of curvature, with length of curve, in main road,	410 feet radiu
63. Shortest radius of curvature, with length of curve, in branch roads,	-
64. Total degrees of curvature in main road,	237½°
65. Total degrees of curvature in branch roads,	-
66. Total length of straight line in main road,	2 42-100 mile
67. Total length of straight line in branches,	-
68. Aggregate length of wooden truss bridges,	101 feet.
69. Aggregate length of all other wooden bridges,	-
70. Aggregate length of iron bridges,	-
71. Whole length of road unfenced on both sides,	1½ miles, salt
72. Number of public ways crossed at grade,	2
73. Number of railroads crossed at grade,	-
74. Remarks,	-
75. Way stations for express trains,	-
76. Way stations for accommodation trains,	4
77. Flag stations,	2
78. Whole number of way stations,	4
79. Whole number of flag stations,	2

DOINGS DURING THE YEAR.

0. Miles run by passenger trains,
1. Miles run by freight trains,
2. Miles run by other trains,
3. Total miles run,
4. Number of passengers carried in the cars,
5. Number of passengers carried one mile,
6. Number of tons of merchandise carried in the cars,
7. Number of tons of merchandise carried one mile,
8. Number of passengers carried one mile, to and from other roads,
9. Number of tons carried one mile, to and from other roads,
0. Rate of speed adopted for express passenger trains, including stops,
1. Average rate of speed actually attained by express passenger trains, including stops and detentions,
2. Rate of speed adopted for accommodation trains,
3. Rate of speed actually attained by accommodation trains, including stops and detentions,
4. Average rate of speed actually attained by special trains, including stops and detentions,
5. Average rate of speed adopted for freight trains, including stops,
6. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,
7. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,

Included in Report of Old Colony and Newport Railway Company.

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,
99. For repairs of wooden bridges,
100. For wages of switchmen, average per month,
101. For wages of gate-keepers, average per month,
102. For wages of signal-men, average per month,
103. For wages of watchmen, average per month,
104. Number of men employed, exclusive of those engaged in construction,
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,
107. Total for maintenance of way,

Included in Report of Old Colony and Newport Railway Company.

MOTIVE POWER AND CARS.

108. For repairs of locomotives,
109. For new locomotives, to cover depreciation,
110. For repairs of passenger cars,
111. For new passenger cars, to cover depreciation,
112. For repairs of merchandise cars,
113. For new merchandise cars, to cover depreciation,
114. For repairs of gravel and other cars,
115. Total for maintenance of motive power and cars,
116. Number of engines,
117. Number of passenger cars,
118. Number of baggage cars,

Included in Report of Old Colony and Newport Railway Company.

None.

None.

None.

MORTGAGE DEBTS.	
161. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	\$58,448 07
162. Mortgage debt paid since last report,	-
163. Increase of mortgage debt since last report,	-
164. Present amount of mortgage debts,	58,448 07
165. Number of mortgages on road and franchise, or any property of the corporation,	5

URIEL CROCKER,
GEO. A. KETTELL,
FRANCIS B. HAYES,
NATH. F. SAFFORD,

Directors of the Dorchester and Milton Branch Railroad Corporation.

SUFFOLK, ss. December 31, 1866. Then said Nath. F. Safford made oath to the truth of the foregoing statement.

Before me,

JOSIAH QUINCY, *Justice of the Peace.*

SUFFOLK, ss. January 1st, 1867. Then said George A. Kettell and Francis E. Hayes made oath to the truth of the foregoing statement.

Before me,

CHARLES F. CHOATE, *Justice of the Peace.*

SUFFOLK, ss. January 2, 1867. Then said Uriel Crocker made oath to the truth of the foregoing statement.

Before me,

CHARLES F. CHOATE, *Justice of the Peace.*

EASTERN RAILROAD.

REPORT

OF THE

EASTERN RAILROAD CORPORATION

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock, [authorized by law,]		\$4,6
2. Number of shares of capital stock issued,	85,783	
3. Increase of capital since last report,	Answered in No.	
4. Capital paid in, per last report,	\$3,155,000 00	
5. Capital paid in since last report,	423,300 00	
6. Total amount of capital stock paid in,		3,5
7. Funded debt, per last report,	1,793,600 00	
8. Funded debt paid since last report,	121,000 00	
9. Funded debt, increase of since last report,	170,800 00	
0. Total present amount of funded debt,		1,8
1. Floating debt, per last report,	321,200 00	
2. Floating debt paid since last report,	50,000 00	
3. Floating debt, increase of since last report,	Nothing.	
4. Total present amount of floating debt,		2
5. Total present amount of funded and floating debt,		2,1
6. Average rate of interest per annum, paid during the year,	5 4-5 per cent.	
7. Maximum amount of debts during the year,		2,3

COST OF ROAD AND EQUIPMENT.

8. For graduation and masonry, per last report,	\$907,804 94	
9. For graduation and masonry paid during the past year,	Nothing.	
0. Total am't expended for graduation and masonry,		\$9
1. For wooden bridges, per last report,	440,355 09	
2. For wooden bridges paid during the past year,	Nothing.	
3. Total amount expended for wooden bridges,		4
4. Total amount expended for iron bridges, (if any,)	Nothing.	
5. For superstructure, including iron, per last report,	1,249,814 98	
6. For superstructure, including iron, paid during the past year,	Nothing.	
7. Total amount expended for superstructure, including iron,		1,2
8. For stations, buildings and fixtures, per last report,	664,108 04	
9. For stations, buildings and fixtures, paid during the past year,	Nothing.	
0. Total amount expended for stations, buildings and fixtures,		6
1. For land, land-damages and fences, per last report,	886,719 11	
2. For land, land-damages and fences, paid during the past year,	Nothing.	

33. Total amount expended for land, land-damages, and fences,		\$886,719 11
34. For locomotives, per last report,	\$206,099 60	
35. For locomotives paid during the past year,	114,655 95	
36. Total amount expended for locomotives,		319,755 55
37. For passenger and baggage cars, per last report,	53,200 00	
38. For passenger and baggage cars paid during the past year,	9,403 62	
39. Total amount expended for passenger and baggage cars,		62,603 62
40. For merchandise cars, per last report,	104,666 00	
41. For merchandise cars paid during the past year,	19,066 00	
42. Total amount expended for merchandise cars,		123,731 00
43. For engineering, per last report,	304,196 60	
44. For engineering paid during the past year,	Nothing.	
45. Total amount expended for engineering,		304,196 60
46. For agencies and other expenses, per last report,	Nothing.	
47. For agencies and other expenses paid during the past year,	Nothing.	
48. Total amount expended for agencies and other expenses,	Nothing.	
49. Total cost of road and equipment,		\$4,059,088 98
50. Amount of assets or property held by the corporation in addition to the cost of the road,		467,611 07

DOINGS DURING THE YEAR.*

80. Miles run by passenger trains,	475,463	
81. Miles run by freight trains,	174,366	
82. Miles run by other trains,	155,971	
83. Total miles run,		805,800
84. Number of passengers carried in the cars,	2,644,679	
85. Number of passengers carried one mile,	38,749,714	
86. Number of tons of merchandise carried in the cars,	273,695	
87. Number of tons of merchandise carried one mile,	7,686,328	
88. Number of passengers carried one mile, to and from other roads,	3,467,520	
89. Number of tons carried one mile, to and from other roads,	2,835,205	
90. Rate of speed adopted for express passenger trains, including stops,	28 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	28 miles per hour.	
92. Rate of speed adopted for accommodation trains,	20 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	20 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	22 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,	12 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	7,749,943	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	5,310,424	

* For "CHARACTERISTICS OF ROAD," see next page.

EASTERN RAILROAD.		BRANCHES.				
		MAIN ROAD.	Marblehead.	Gloucester.	Baldwin.	Lawrence.
51.		44,1056	-	-	-	-
52.		44,1056	-	-	-	-
53.		16.	-	-	-	-
54.	or double track, [single track,]		3.50 m.	13.50 m.	3.41 m.	19.87 m.
55.	spring main track and branches,	69,545 ft.	702 ft.	3,371 ft.	902 ft.	14,986 ft.
56.		57, 60, 62	-	-	-	-
57.	the different weights per yard,)		55 lbs.	56 lbs.	46 lbs.	60-62 lbs.
58.		40 feet.	-	-	-	-
59.	Maximum grade, with its length, in branch roads,		40 ft.	45 ft.	41 ft.	55 ft.
60.	Total rise and fall in main road,	578.297	-	-	-	-
61.	Total rise and fall in branch roads,		185 ft.	3,326 ft.	39.5 ft.	249½ ft.
62.	Shortest radius of curvature, with length of curve, in main road, [radius 1,140 ft.]	1,000 ft.	-	-	-	-
63.	Shortest radius of curvature, with length of curve, in branch roads, [“ 1,146 ft.]		900 ft.	1,910 ft.	400 ft.	900 ft.
64.	Total degrees of curvature in main road,	450°	-	-	-	-
65.	Total degrees of curvature in branch roads,		-	451°	283°	890°
66.	Total length of straight line in main road,	28,495 ft.	-	-	-	-
67.	Total length of straight line in branches,		1,331 ft.	7,944 ft.	166 ft.	14.6 m.
68.	Aggregate length of wooden truss bridges,	2,268 ft.	-	-	-	40 ft.
69.	Aggregate length of all other wooden bridges,	9,284 ft.	466 ft.	420 ft.	196 ft.	3,114 ft.
70.	Aggregate length of iron bridges,	None.	-	-	-	-
71.	Whole length of road unfenced on both sides,	Ab't 2 m.	-	-	-	-
72.	Number of public ways crossed at grade,	107	-	-	-	-
73.	Number of railroads crossed at grade, [3 horse, 8 steam.]	3 h., 8 st.	-	-	-	-
74.	Remarks,	None.	-	-	-	-

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .	\$61,150 96	
99. For repairs of wooden bridges,	20,984 82	
100. For wages of switchmen, average per month,	\$45 00	Total
101. For wages of gate-keepers, average per month,	25 00	
102. For wages of signal-men, average per month,	40 00	
103. For wages of watchmen, average per month,	42 12	
104. Number of men employed, exclusive of those engaged in construction,	630	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	94 00	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . .	610 10	
107. Total for maintenance of way,		\$104,346 67

MOTIVE POWER AND CARS.

108. For repairs of locomotives,	\$104,808 04	
109. For new locomotives, to cover depreciation, [repairs equal to depreciation,]	-	-
110. For repairs of passenger cars,	82,221 66	
111. For new passenger cars, to cover depreciation, [repairs equal to depreciation,]	-	-
112. For repairs of merchandise cars,	72,943 80	
113. For new merchandise cars, to cover depreciation, [repairs equal to depreciation,]	-	-
114. For repairs of gravel and other cars, [included in 112,]	-	-
115. Total for maintenance of motive power and cars,		\$259,973 50
116. Number of engines,	38	
117. Number of passenger cars,	65	
118. Number of baggage cars,	17	
119. Number of merchandise cars, [estimated,] . . .	579	
120. Number of gravel cars,	33	

MISCELLANEOUS.

121. For fuel used by engines during the year, viz.:—		
1. Wood, No. of cords, 1,237. Cost of the same,	\$7,133 36	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 12,092. Cost of same,	126,671 14	
122. For oil used by cars and engines,	16,667 39	
123. For waste and other material for cleaning, . .	2,309 76	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	167,125 47	
125. For salaries, wages and incidental expenses, chargeable to freight department,	58,558 74	
126. For gratuities and damages,	6,822 81	
127. For taxes and insurance, [local, town and city,] .	24,621 41	
128. For ferries,	Nothing.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	33,893 56	
130. For renewals of iron, including laying down, [and]	115,003 24	}
131. For new iron laid down, deducting the value of old iron taken up,		

EASTERN RAILROAD.

For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,
 For amount paid other companies, as rent for use of their roads, specifying each company, [Boston and Maine Railroad,]
 For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,
 Total miscellaneous,
 Total expenditures for working the road,
 Total amount of interest paid during the year,

Nothing.

\$3,215 04

17,610 70

INCOME DURING THE YEAR.

For Passengers :—

1. On main road including branches owned by Company, [\$910,183.76,]
2. To and from other roads, specifying what, [P. S. & P. Railroad, \$99,379.28,]

\$1,009,563 00

For Freight :

1. On main road and branches owned by company, [\$272,192.81,]
2. To and from other connecting roads, [P. S. & P. Railroad, \$74,744.06,]

346,936 37

U. S. mails,

9,824 00

Rents, [and Miscellaneous,]

55,843 90

Total income,

Net earnings, after deducting expenses [and United States tax, \$31,805.67,]

[Net earnings after deducting expenses and interest,]

DIVIDENDS.

- 8 per cent. Total, [and U. S. tax,]
- Surplus not divided,
- Surplus last year,
- Total surplus,
- [Less balance of profit and loss account,]

\$317,444 40

9,938 60

201,029 40

[Surplus,]

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—

- Of roads and bridges,
- Buildings,
- Engines and cars,

Nothing.

Nothing.

Nothing.

MORTGAGE DEBTS.

Amount of debt secured by mortgage of road and franchise, or any property of the Corporation, per last report, [last year,]

\$639,400 00

Mortgage debt paid since last report,

95,000 00

Increase of mortgage debt since last report,

Nothing.

Present amount of mortgage debts,

544,400 00

Number of mortgages on road and franchise, or any property of the Corporation,

Two.

ACCIDENTS.

December 22, 1865.—Richard Osborne, walking on the track near Somerville, was struck by the train and killed.

January 7, 1866.—T. A. Wyman, an employee, stepped from a train while stopping at the Fitchburg Railroad crossing, in front of an engine passing in an opposite direction, and was somewhat injured.

February 13.—C. Lynch was thrown from a gravel train at Newburyport and killed.

February 22, 1866.—J. D. Parkhurst fell under the cars at Lynn, and was injured so that his leg was amputated. Since died.

April 9, 1866.—William Kimball, in attempting to get upon the train at Lynn, under the cars, and was injured so that he died some weeks afterwards.

April 12, 1866.—A. T. Wellman, who was standing on the track near Swampscott, was struck by the engine and killed.

April 19, 1866.—Edward L. Flynn was run over by a freight train at Phillis Wharf, Salem, and killed.

April 20, 1866.—John C. Works was crushed between two gravel cars at Salem and killed.

May 10, 1866.—Bernard Capen was found dead in Boston Depot. It is supposed he fell from the late train the night previous, and was run over.

May 15, 1866.—Alfred Loundry, walking on the track near Boston, was struck by an engine, and killed.

June 4, 1866.—P. Farrell fell from the platform of a car at Somerville, and was somewhat injured.

June 19, 1866.—Thomas Hurty, in attempting to drive across the track at East Malden, was struck by a train, and injured.

June 21, 1866.—Michael Henefin, an employee, walking on the track near Newburyport, was struck by a train, and killed.

July 13, 1866.—J. McCarty and William Cardiman, employees, were thrown from a gravel train near South Danvers, and killed.

July 13, 1866.—Patrick Dobbins, a lad standing on the track at South Malden, was struck by a train, and killed.

October 24, 1866.—John Mansel, an employee, fell under a gravel train at Salem and was killed.

October 26, 1866.—Peter McNeal, in attempting to pass from one train to another at Rowley, was struck by the engine, and somewhat injured.

November 30, 1866.—James Haley, in attempting to get upon a train at Lynn after it had started, fell under the cars, and was injured so that he died in a few days.

GEORGE M. BROWNE,
HENRY L. WILLIAMS,
W. L. DWIGHT,
FRANKLIN HAVEN,
B. E. BATES,

Directors of the Eastern Railroad Corporation

SUFFOLK, ss. December 20, 1866. Then personally appeared George M. Browne, Henry R. Williams, W. L. Dwight, F. Haven, and B. E. Bates, and severally made oath to the truth of the foregoing statement by them subscribed, according to the best knowledge and belief.

Before

JOHN B. PARKER, *Justice of the Peace*

REPORT

OF THE

EASTON BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$50,000 00
2. Number of shares of capital stock issued,	495	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	\$49,662 50	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		49,662 50
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	None.	
12. Floating debt paid since last report,	None.	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,	None.	
15. Total present amount of funded and floating debt,	None.	
16. Average rate of interest per annum paid during the year,	None.	
17. Maximum amount of debts during the year,	None.	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$15,541 26	
19. For graduation and masonry paid during the past year,	None.	
20. Total am't expended for graduation and masonry,		\$15,541 26
21. For wooden bridges, per last report,	Nothing.	
22. For wooden bridges, paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,	Nothing.	
24. Total amount expended for iron bridges (if any,)	Nothing.	
25. For superstructure, including iron, per last report,	24,416 83	
26. For superstructure, including iron, paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron,		24,416 83
28. For stations, buildings and fixtures, per last report,	7,101 48	
29. For stations, buildings and fixtures paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,		7,101 48
31. For land, land-damages and fences, per last report,	7,797 25	
32. For land, land-damages and fences paid during the past year,	Nothing.	

33. Total amount expended for land, land-damages and fences,	\$7,797 25
34. For locomotives, per last report,	Owned and run by Boston and Providence Railroad Company.
35. For locomotives paid during the past year,	
36. Total amount expended for locomotives,	
37. For passenger and baggage cars, per last report,	
38. For passenger and baggage cars paid during the past year,	
39. Total amount expended for passenger and baggage cars,	
40. For merchandise cars, per last report,	
41. For merchandise cars paid during the past year,	
42. Total amount expended for merchandise cars,	
43. For engineering, per last report,	1,287 45
44. For engineering paid during the past year,	Nothing.
45. Total amount expended for engineering,	1,287 45
46. For agencies and other expenses, per last report,	Nothing.
47. For agencies and other expenses paid during the past year,	Nothing.
48. Total amount expended for agencies and other expenses,	Nothing.
49. Total cost of road and equipment,	56,144 27
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	—

CHARACTERISTICS OF ROAD.

51. Length of road,	3½ miles, 177 feet.
52. Length of single main track,	3½ miles, 177 feet.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	None.
56. Weight of rail, per yard, in main road,	56 pounds.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	72 6-10 feet for 8,400 feet.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	118 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	716 feet for 447 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	205°
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	1¼ miles, 886 feet.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	None.
69. Aggregate length of all other wooden bridges,	None.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	8
73. Number of railroads crossed at grade,	None.
74. Remarks,	—
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	None.
77. Flag stations,	1
78. Whole number of way stations,	None.
79. Whole number of flag stations,	1

DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,	3,780	
81. Miles run by freight trains,	1,890	
82. Miles run by other trains,	-	-
83. Total miles run,		4,680
84. Number of passengers carried in the cars,	21,766	
85. Number of passenger carried one mile,	87,064	
86. Number of tons of merchandise carried in the cars,	11,669	
87. Number of tons of merchandise carried one mile,	46,676	
88. Number of passengers carried one mile, to and from other roads,	72,132	
89. Number of tons carried one mile, to and from other roads,	46,646	
90. Rate of speed adopted for express passenger trains, including stops,	No express trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		
92. Rate of speed adopted for accommodation trains,	30 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	30 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	-	-
95. Average rate of speed adopted for freight trains, including stops,	30 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	46,950	
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile,	80,236	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$1,248 83	
99. For repairs of wooden bridges,	-	-
100. For wages of switchmen, average per month,	Total, Nothing.	
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month,		
103. For wages of watchmen, average per month,		
104. Number of men employed, exclusive of those engaged in construction,	Three.	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	Nothing.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	Nothing.	
107. Total for maintenance of way,		\$1,248 83
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	Locomotives and freight cars furnished by Boston and Providence Railway Company; passenger cars furnished by Stoughton Branch Railway Company.	
109. For new locomotives, to cover depreciation,		
110. For repairs of passenger cars,		
111. For new passenger cars, to cover depreciation,		
112. For repairs of merchandise cars,		
113. For new merchandise cars, to cover depreciation,		
114. For repairs of gravel and other cars,		
115. Total for maintenance of motive power and cars,		
116. Number of engines,		
117. Number of passenger cars,		
118. Number of baggage cars,		
119. Number of merchandise cars,		
120. Number of gravel cars,		

MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, Cost of the same,		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of the same,		
122. For oil used by cars and engines,	Operated by Boston and Providence Railroad Co.	
123. For waste and other material for cleaning,		
124. For salaries, wages and incidental expenses, chargeable to passenger department,		
125. For salaries, wages and incidental expenses, chargeable to freight department,		
126. For gratuities and damages,		
127. For taxes and insurance, [see Note on next page,]		\$550 27
128. For ferries,		Nothing.
129. For repairs of station buildings, aqueducts, fixtures, furniture,		Nothing.
130. For renewals of iron, including laying down,		Nothing.
131. For new iron laid down, deducting the value of old iron taken up,		Nothing.
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	}	\$273.63 to B. and P. R. R. Co.; \$95.44 to Stoughton Branch R. R. Co.
133. For amount paid other companies, as rent for use of their roads, specifying each company,		- -
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		1,485 65
135. Total miscellaneous,		\$2,404 99
136. Total expenditures for working the road,		3,653 82
137. Total amount of interest paid during the year,		Nothing.

INCOME DURING THE YEAR.

138. For Passengers :—	
1. On main road, including branches owned by company,	\$412 76
2. To and from other roads, specifying what,	4,464 19
139. For Freight :—	
1. On main road and branches owned by company,	524 03
2. To and from other connecting roads,	3,214 90
140. U. S. mails,	235 56
141. Rents,	8,861 43
142. Total income,	-
143. Net earnings, after deducting expenses,	5,197 61

DIVIDENDS.

144. 7 per cent. Total,	\$3,500 00	
145. Surplus not divided,	-	-
146. Surplus last year,	1,476 63	
147. Total surplus,	-	-

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,
VIZ. :—

148. Of roads and bridges,	Nothing.
149. Buildings,	Nothing.
150. Engines and cars,	Nothing.

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	None.
152. Mortgage debt paid since last report,	None.
153. Increase of mortgage debt since last report,	None.
154. Present amount of mortgage debts,	None.
155. Number of mortgages on road and franchise, or any property of the Corporation,	None.

NOTE.—The Easton Branch Railroad having been bought and taken by the Dighton and Somerset Railroad Company for a part of their location and for their use, and the Dighton and Somerset Railroad having been united with and being now a part of the Old Colony and Newport Railway, the earnings of the Easton Branch for the past year belong to and have been paid to the Old Colony and Newport Railway, and form part of the earnings of that Company, and as such are taxed by the Commonwealth, and the tax is payable by that Company; and therefore nothing is payable by the Easton Branch Railroad Company, the stock of the Easton Branch Railroad being now of only nominal value.

OLIVER AMES,
URIEL CROCKER,
FRANCIS B. HAYES,
ALEX. HOLMES,
GEO. A. KETTELL,

Directors of the Easton Branch Railroad Corporation.

SUFFOLK, ss. December 21, 1866. Then personally appeared Oliver Ames, Uriel Crocker, Francis B. Hayes, Alexander Holmes and George A. Kettell, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

SAM'L L. CROCKER, *Justice of the Peace*
in all the Counties.

REPORT

OF THE

FALL RIVER, WARREN AND PROVIDENCE RAILROAD
CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,	\$150,000 00
2. Number of shares of capital stock issued,	1,500
3. Increase of capital since last report,	Nothing.
4. Capital paid in, per last report,	\$147,720 00
5. Capital paid in since last report,	2,280 00
6. Total amount of capital stock paid in,	160,000 00
7. Funded debt, per last report,	Nothing.
8. Funded debt paid since last report,	Nothing.
9. Funded debt, increase of, since last report,	Nothing.
10. Total present amount of funded debt,	Nothing.
11. Floating debt, per last report,	195,845 84
12. Floating debt paid since last report,	Nothing.
13. Floating debt, increase of, since last report,	4,154 16
14. Total present amount of floating debt,	200,000 00
15. Total present amount of funded and floating debt,	200,000 00
16. Average rate of interest per annum paid during the year,	7 per cent.
17. Maximum amount of debts during the year,	—
COST OF ROAD AND EQUIPMENT.	
18. For graduation and masonry, per last report,	{ Mass., \$132,729 46 R. I. 25,004 32
19. For graduation and masonry paid during the past year,	\$157,733 78
20. Total am't expended for graduation and masonry,	Mass., \$481 61 159,215 39
21. For wooden bridges, per last report,	Ms., \$25,957.97; R. I., none.
22. For wooden bridges paid during the past year,	Nothing.
23. Total amount expended for wooden bridges,	\$25,957 97
24. Total amount expended for iron bridges, (if any,)	Nothing.
25. For superstructure, including iron, per last report,	{ Mass., 47,896.11 R. I., 31,209.42
26. For superstructure, including iron, paid during the past year,	Nothing.
27. Total amount expended for superstructure, including iron,	{ Mass., \$47,896 11 R. I., 31,209 42
28. For stations, buildings and fixtures, per last report,	{ Mass., \$6,909.45 R. I., 100.55
29. For stations, buildings and fixtures paid during the past year,	{ Mass., \$2,075.67 R. I., nothing.
30. Total amount expended for stations, buildings and fixtures,	{ Mass., \$8,985 12 R. I., 100 55

31. For land, land-damages and fences, per last report,	{ Mass., \$11,186.49
32. For land, land-damages and fences paid during the past year,	{ R. I., 7,119.94
33. Total amount expended for land, land-damages and fences,	{ Mass., 638.47
	{ R. I., 1,025.00
34. For locomotives, per last report,	{ Mass., \$11,824 96
35. For locomotives paid during the past year,	{ R. I., 8,144 94
36. Total amount expended for locomotives,	{ Nothing.
37. For passenger and baggage cars, per last report,	{ Nothing.
38. For passenger and baggage cars paid during the past year,	{ Nothing.
39. Total amount expended for passenger and baggage cars,	{ Nothing.
40. For merchandise cars, per last report,	{ \$342 11
41. For merchandise cars paid during the past year,	{ 40 65
42. Total amount expended for merchandise cars,	{ \$382 76
43. For engineering, per last report,	{ 9,610 29
44. For engineering paid during the past year,	{ Nothing.
45. Total amount expended for engineering,	{ 9,610 29
46. For agencies and other expenses, per last report,	{ 2,872 45
47. For agencies and other expenses paid during the past year,	{ Nothing.
48. Total amount expended for agencies and other expenses,	{ 2,872 45
49. Total cost of road and equipment,	{ Mass., 248,649 99
	{ R. I., 78,309 07
50. Amount of assets or property held by the corporation, in addition to the cost of the road, [Steamer "Oriole,"	{ \$326,959 06
	{ 21,759 11

CHARACTERISTICS OF ROAD.

51. Length of road, [Mass., 3,662; R. I., 2,132,]	5,794 miles.
52. Length of single main track,	5,794 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	None.
56. Weight of rail, per yard, in main road,	56 lbs. per yard.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	{ Mass., 56.23 ft., 2,400 ft. long.
	{ R. I., 63.36 ft., 1,600 ft. long.
59. Maximum grade, with its length, in branch roads,	{ None.
60. Total rise and fall in main road,	{ Mass., 99.750 } 163.275 ft.
	{ R. I., 63.525 }
61. Total rise and fall in branch roads,	{ None.
62. Shortest radius of curvature, with length of curve, in main road,	{ Mass., 1,433 ft., 850 ft. long.
	{ R. I., 9,554 ft., 800 ft. long.
63. Shortest radius of curvature, with length of curve, in branch roads,	{ None.
64. Total degrees of curvature in main road,	{ Mass., 95° 59' } 210° 58'
	{ R. I., 114° 57' }
65. Total degrees of curvature in branch roads,	{ None.
66. Total length of straight line in main road,	{ Ms., 15,916.5 } 23,809.9 ft.
	{ R. I., 7,893.4 }
67. Total length of straight line in branches,	{ None.
68. Aggregate length of wooden truss bridges,	{ Mass., 259 ft. 10 in.
	{ R. I., 259 ft. 10 in.

69. Aggregate length of all other wooden bridges, . . .	Mass., 36 ft. ; R. I., 36 ft.
70. Aggregate length of iron bridges, . . .	None.
71. Whole length of road unfenced on both sides, . . .	None.
72. Number of public ways crossed at grade, . . .	Mass., 1 ; R. I., 3 ; total, 4.
73. Number of railroads crossed at grade, . . .	-
74. Remarks, . . .	-
75. Way stations for express trains, . . .	-
76. Way stations for accommodation trains, . . .	2
77. Flag stations, . . .	-
78. Whole number of way stations, . . .	2
79. Whole number of flag stations, . . .	-

DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . .	9,765	
81. Miles run by freight trains, . . .	-	-
82. Miles run by other trains, . . .	-	-
83. Total miles run, . . .		9,765
84. Number of passengers carried in the cars, . . .	66,516	
85. Number of passengers carried one mile, . . .	396,010	
86. Number of tons of merchandise carried in the cars, . . .	137	
87. Number of tons of merchandise carried one mile, . . .	793	
88. Number of passengers carried one mile, to and from other roads, . . .	108,431	
89. Number of tons carried one mile, to and from other roads, . . .	137	
90. Rate of speed adopted for express passenger trains, including stops, . . .	No express trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	No express pass'r trains.	
92. Rate of speed adopted for accommodation trains, . . .	24 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	24 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . .	24 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops, . . .	No freight trains.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, . . .	199,200	
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile, . . .	-	-

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	} Mass., \$5,800.00	
99. For repairs of wooden bridges, . . .	} R. I., 828.02	
100. For wages of switchmen, average per month, . . . \$44 50	} Total, 94 00	
101. For wages of gate-keepers, average per month, . . . None.		
102. For wages of signal-men, average per month, . . . None.		
103. For wages of watchmen, average per month, . . . 49 50		
104. Number of men employed, exclusive of those engaged in construction, . . .	} 16 men—including men on boat.	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . .	Nothing.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	Nothing.	
107. Total for maintenance of way, . . .		\$6,772 02

MOTIVE POWER AND CARS.			
108.	For repairs of locomotives,	.	.
109.	For new locomotives, to cover depreciation,	.	.
110.	For repairs of passenger cars,	.	.
111.	For new passenger cars, to cover depreciation,	.	.
112.	For repairs of merchandise cars,	.	.
113.	For new merchandise cars, to cover depreciation,	.	.
114.	For repairs of gravel and other cars,	.	.
115.	Total for maintenance of motive power and cars,	} Hired by Company.	
116.	Number of engines,	.	.
117.	Number of passenger cars,	.	.
118.	Number of baggage cars,	.	.
119.	Number of merchandise cars,	.	.
120.	Number of gravel cars,	.	.
MISCELLANEOUS.			
121.	For fuel used by engines during the year, viz. :—		
	1. Wood, No. of cords, 23. Cost of the same,	.	\$161 00
	2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 104. Cost of same,	.	1,014 00
122.	For oil used by cars and engines,	.	177 50
123.	For waste and other material for cleaning,	.	27 70
124.	For salaries, wages and incidental expenses, chargeable to passenger department,	.	-
125.	For salaries, wages and incidental expenses, chargeable to freight department,	.	-
126.	For gratuities and damages,	.	30 00
127.	For taxes and insurance,	.	1,476 11
128.	For ferries,	.	-
129.	For repairs of station buildings, aqueducts, fixtures, furniture,	.	-
130.	For renewals of iron, including laying down,	.	Nothing.
131.	For new iron laid down, deducting the value of old iron taken up,	.	Nothing.
132.	For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	.	-
133.	For amount paid other companies, as rent for use of their roads, specifying each company,	.	-
134.	For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	.	500 00
135.	Total miscellaneous,	.	\$3,386 31
136.	Total expenditures for working the road,	.	18,679 13
137.	Total amount of interest paid during the year,	.	13,713 89
INCOME DURING THE YEAR.			
138.	For Passengers :—		
	1. On main road, including branches owned by company,	.	} \$26,527 88
	2. To and from other roads, specifying what,	.	
139.	For Freight :—		
	1. On main road and branches owned by Co.,	.	} 125 00
	2. To and from other connecting roads,	.	
140.	U. S. Mails,	.	-
141.	Rents,	.	-
142.	Total income,	.	\$26,652 88
143.	Net earnings, after deducting expenses,	.	None.

DIVIDENDS.						
144. per cent. Total,	} None.
145. Surplus not divided, . . . . .	.	.	.	.	.
146. Surplus last year, . . . . .	.	.	.	.	.
147. Total surplus, . . . . .	.	.	.	.	.
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :						
148. Of road and bridges,	} Nothing.
149. Buildings, . . . . .	.	.	.	.	.
150. Engines and cars, . . . . .	.	.	.	.	.
MORTGAGE DEBTS.						
151. Amount of debts secured by mortgage of road and franchise, or any property of the corpora- tion, per last report,	} None.
152. Mortgage debt paid since last report, . . . . .	.	.	.	.	.
153. Increase of mortgage debt since last report, . . . . .	.	.	.	.	.
154. Present amount of mortgage debts, . . . . .	.	.	.	.	.
155. Number of mortgages on road and franchise, on any property of the corporation,	

JAMES Y. SMITH,
C. T. CHILD,
W. M. BAILEY,
WM. S. SLATER,
WINGATE HAYES,

Directors of the Fall River, Warren and Providence Railroad Company

STATE OF RHODE ISLAND.

CITY OF PROVIDENCE, ss. December 31, 1866. Then personally appeared Smith, C. T. Child, W. M. Bailey, W. S. Slater and W. Hayes and severally oath to the truth of the foregoing statement by them subscribed.

Before me,

WM. P. MORTON, *Justice of the Peace*

PROVIDENCE, R. I., January 7, 1867. The undersigned, Commissioners of the River, Warren and Providence Railroad Company, have examined the above and believe it to be correct, and herewith approve the same.

CHARLES EDWARD POWERS,

Commissioner for Massachusetts

JOHN B. HUMPHREYS,

Commissioner for Rhode Island

Report of the Commissioners of the Fall River, Warren and Providence Railroad Company to the Legislature of Massachusetts, for the ending November 30th, 1866.

The undersigned, Commissioners of the Fall River, Warren and Providence Railroad Company, met at the office of the Company, in Providence, on Wednesday

80 F. RIVER, W. AND PROVIDENCE RAILROAD. [Jan.

9th day of January, A. D. 1867, for the purpose of investigating the accounts and expenditures of said Company, and for deciding what sums are applicable to that part of the road lying in the State of Massachusetts, and also what part is chargeable to that portion of the road lying in the State of Rhode Island ; and having examined the accounts of said Company, we find that there had been expended for the road in Massachusetts to the 30th of November, A. D. 1866, the sum of . \$248,649 99 That there had been expended in Rhode Island to the 30th of Novem-

ber, A. D. 1866, the sum of 78,309 07
Making the whole cost of the road to the 30th of November, A. D. _____
1866, \$326,959 06

The Commissioners further report that the accounts of the expenditures on the road in each State have not been kept separate and distinct, as required by the charter of the Company.

CHARLES EDWARD POWERS,
Commissioner for Massachusetts.
JOHN B. HUMPHREYS,
Commissioner for Rhode Island.

REPORT

OF THE

FITCHBURG RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,	\$3,540,000 00	
2. Number of shares of capital stock issued,	35,400	
3. Increase of capital since last report,	-	-
4. Capital paid in, per last report,	3,540,000 00	
5. Capital paid in since last report,	-	-
6. Total amount of capital stock paid in,		\$3,540,000 00
7. Funded debt, per last report,	} This Corporat'n has no debt.	
8. Funded debt paid since last report,		
9. Funded debt, increase of, since last report,		
10. Total present amount of funded debt,		
11. Floating debt, per last report,		
12. Floating debt paid since last report,		
13. Floating debt, increase of, since last report,		
14. Total present amount of floating debt,		
15. Total present amount of funded and floating debt,		
16. Average rate of interest per annum, paid during the year,		
17. Maximum amount of debts during the year,		
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$757,696 16	
19. For graduation and masonry paid during the past year,	-	-
20. Total am't expended for graduation and masonry,		\$757,696 16
21. For wooden bridges, per last report,	300,000 00	
22. For wooden bridges paid during the past year,	-	-
23. Total amount expended for wooden bridges,		300,000 00
24. Total amount expended for iron bridges (if any,)	-	-
25. For superstructure, including iron per last report,	905,000 00	
26. For superstructure, including iron, paid during the past year,	-	-
27. Total amount expended for superstructure, including iron,		905,000
28. For stations, buildings and fixtures, per last report,	445,000 00	
29. For stations, buildings and fixtures paid during the past year,	-	-
30. Total amount expended for stations, buildings and fixtures,		445,000 00
31. For land, land-damages and fences, per last report,	732,966 27	
32. For land, land-damages and fences paid during the past year,	-	-

33. Total amount expended for land, land-damages, and fences,		\$782,966 27
34. For locomotives, per last report,	\$150,000 00	
35. For locomotives paid during the past year,	-	-
36. Total amount expended for locomotives,		150,000 00
37. For passenger and baggage cars, per last report,	31,000 00	
38. For passenger and baggage cars paid during the past year,	-	-
39. Total amount expended for passenger and baggage cars,		31,000 00
40. For merchandise cars, per last report,	169,149 32	
41. For merchandise cars paid during the past year,	-	-
42. Total amount expended for merchandise cars,		169,149 32
43. For engineering, per last report,	49,188 25	
44. For engineering paid during the past year,	-	-
45. Total amount expended for engineering,		49,188 25
46. For agencies and other expenses, per last report,	-	-
47. For agencies and other expenses paid during the past year,	-	-
48. Total amount expended for agencies and other expenses,	-	-
49. Total cost of road and equipment,		\$3,540,000 00
50. Amount of assets or property held by the corporation, in addition to the cost of the road, [Also, fuel, iron, lumber and other working materials, valued at \$88,067.76.]	456,729 45	
CHARACTERISTICS OF ROAD.		
51. Length of road,	51 miles.	
52. Length of single main track,	None.	
53. Length of double main track,	51 miles.	
54. Length of branches owned by the Company, stating whether they have a single or double track,	42½ miles, single track.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	25 1-10 miles.	
56. Weight of rail, per yard, in main road,	56 to 63 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	49, 50, 53, 56 lbs.	
58. Maximum grade, with its length, in main road,	40 feet, 5 12-100 miles.	
59. Maximum grade, with its length, in branch roads,	97 feet, 3,200 feet.	
60. Total rise and fall in main road,	739½ feet rise, 312 feet fall.	
61. Total rise and fall in branch roads,	713½ feet.	
62. Shortest radius of curvature, with length of curve, in main road,	818 feet, 500 feet long.	
63. Shortest radius of curvature, with length of curve, in branch roads,	385 feet, 530 feet long.	
64. Total degrees of curvature in main road,	1,694½°	
65. Total degrees of curvature in branch roads,	2,428½°	
66. Total length of straight line in main road,	34 67-100 miles.	
67. Total length of straight line in branches,	22 miles.	
68. Aggregate length of wooden truss bridges,	1,653 feet.	
69. Aggregate length of all other wooden bridges,	6,054 feet.	
70. Aggregate length of iron bridges,	-	-
71. Whole length of road unfenced on both sides,	-	-
72. Number of public ways crossed at grade,	122 on main r'd and bran's,	
73. Number of railroads crossed at grade,	4	
74. Remarks,	-	-
75. Way stations for express trains,	4	
76. Way stations for accommodation trains,	9	
77. Flag stations,	16	

78. Whole number of way stations,	13 on main r'd and branc's.
79. Whole number of flag stations,	31 on main r'd and branc's.

DOINGS DURING THE YEAR.

80. Miles run by passenger trains,	259,088
81. Miles run by freight trains,	215,280
82. Miles run by other trains,	2,740
83. Total miles run,	477,108
84. Number of passengers carried in the cars,	1,368,356
85. Number of passengers carried one mile,	18,848,202
86. Number of tons of merchandise carried in the cars,	512,874
87. Number of tons of merchandise carried one mile,	14,490,678
88. Number of passengers carried one mile, to and from other roads,	5,715,132
89. Number of tons carried one mile, to and from other roads,	9,815,605
90. Rate of speed adopted for express passenger trains, including stops,	27 miles per hour.
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	27 miles per hour.
92. Rate of speed adopted for accommodation trains,	22 miles per hour.
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	22 miles per hour.
94. Average rate of speed actually attained by special trains, including stops and detentions,	17½ miles per hour.
95. Average rate of speed adopted for freight trains, including stops,	10 miles per hour.
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	10,851,860
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	23,316,723

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$81,613 41
99. For repairs of wooden bridges,	13,277 68
100. For wages of switchmen, average per month, \$40 00	Total, 15,862 06
101. For wages of gate-keepers, average per month, 25 00	
102. For wages of signal-men, average per month, 40 00	
103. For wages of watchmen, average per month, 42 50	
104. Number of men employed, exclusive of those engaged in construction,	476
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	1,069 04
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	2,592 84
107. Total for maintenance of way,	\$114,415 03

MOTIVE POWER AND CARS.

108. For repairs of locomotives,	\$69,740 84
109. For new locomotives, to cover depreciation,	32,600 00
110. For repairs of passenger cars,	19,866 26
111. For new passenger cars to cover depreciation,	12,000 00
112. For repairs of merchandise cars,	32,158 99
113. For new merchandise cars to cover depreciation,	3,200 00
114. For repairs of gravel and other cars,	1,602 11
115. Total for maintenance of motive power and cars,	\$171,168 20

116. Number of engines,	29
117. Number of passenger cars,	29
118. Number of baggage cars;	9
119. Number of merchandise cars,	323 8-wheel, 298 4-wheel.
120. Number of gravel cars,	37

MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 11,950. Cost of the same,	\$66,794 76	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 3,279. Cost of same,	30,887 32	
122. For oil used by cars and engines,	8,695 49	
123. For waste and other material for cleaning,	3,353 06	
124. For salaries, wages, and incidental expenses, chargeable to passenger department,	50,067 58	
125. For salaries, wages, and incidental expenses, chargeable to freight department,	97,098 05	
126. For gratuities and damages,	33,668 70	
127. For taxes and insurance,	70,460 53	
128. For ferries,	—	—
129. For repairs of station buildings, aqueducts, fixtures, furniture,	73,565 96	
130. For renewals of iron, including laying down,	26,078 48	
131. For new iron laid down, deducting the value of old iron taken up, [included above,]	—	—
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	—	—
133. For amount paid other companies as rent for use of their roads, specifying each company,	—	—
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	13,993 73	
135. Total miscellaneous,		\$474,613 66
136. Total expenditures for working the road,		\$760,196 89
137. Total amount of interest paid during the year,	Nothing.	

INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company,	\$324,362 68	
2. To and from other roads, specifying what,	121,119 81	
		\$445,482 49
139. For <i>Freight</i> :—		
1. On main road, and branches owned by Co.,	\$364,874 80	
2. To and from other connecting roads,	262,767 35	
		627,642 15
140. U. S. mails,		10,000 00
141. Rents, [and interest,]		24,319 69
142. Total income,		\$1,107,444 33
143. Net earnings, after deducting expenses,	347,247 44	

DIVIDENDS.

144. 7 per cent. [and tax] Total,		\$260,842 10
145. Surplus not divided,	\$86,405 34	
146. Surplus last year,	424,768 20	
147. Total surplus,		511,173 54

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,

Viz.:—

148. Of roads and bridges,	} Nothing.
149. Buildings,	
150. Engines and cars,	

MORTGAGE DEBTS.

151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	} This Corporation has no debt.
152. Mortgage debt paid since last report,	
153. Increase of mortgage debt since last report,	
154. Present amount of mortgage debts,	
155. Number of mortgages on road and franchise, or any property of the corporation,	

ACCIDENTS.

January 16, 1866.—Silas H. Bailey was severely injured by jumping from "drovers' saloon" on a cattle train in motion.

March 1, 1866.—Elizabeth Bowers and child were killed near South Acton. The child, about two or three years old, was upon the track at the curve opposite the shanty. As the train came round the curve the child was seen upon the track; the signal was given to apply the brakes, and immediately the mother rushed to the shanty to save the child and was struck by the engine.

April 25, 1866.—A. R. Miller took the train at Boston for Fitchburg, and got off at Littleton, on the side opposite the station. When the train started he waited for the rear car to come up. In attempting to get aboard he made a misstep, and his wheel ran on his foot.

April 30, 1866.—Olive Polerez attempted to get off a car at Shirley, after the train had started, and was so severely injured that she died.

May 25, 1866.—Miss R. M. Train was struck by a hand-car and somewhat bruised while standing upon the track at East Cambridge.

June 8, 1866.—A boy named John Ready was struck by an engine, between Concord and Lincoln, while lying across the rail asleep.

June 25, 1866.—A boy named Patrick Ring fell under the cars and was killed while attempting to get upon a freight car, at Fitchburg.

July 5, 1866.—William Forte was struck by an engine, near the draw at Littleton station, and killed.

July 7, 1866.—A child named Mary White, while standing on the track near the brickyards, was struck by an engine and killed.

October 29, 1866.—Levi Johnson was struck by the engine of an express train while walking upon the track in Leominster, and killed.

WM. B. STEARNS,

ALVAH CROCKER,

P. B. BRIGHAM,

W. B. FAULKNER,

WILLIAM A. BRIGHAM,

Directors of the Fitchburg Railroad Corporation

SUFFOLK, ss. December 27, 1866. Then personally appeared Alvah Crocker, P. B. Brigham, W. E. Faulkner and William A. Brigham, and severally made oath to the truth of the foregoing statement, by them subscribed, according to their best knowledge and belief.

Before me,

WM. B. STEARNS, *Justice of the Peace.*

. SUFFOLK, ss. December 31st, 1866. Then personally appeared Wm. B. Stearns and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

Before me,

HENRY C. HUTCHINS, *Justice of the Peace.*

R E P O R T

OF THE

FITCHBURG AND WORCESTER RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$500,000 00
2. Number of shares of capital stock issued,	2,478	
3. Increase of capital, since last report,	None.	
4. Capital paid in, per last report,	247,900 00	
5. Capital paid in, since last report, [1 share bought and cancelled,]	100 00	
6. Total amount of capital stock paid in,		247,800 00
7. Funded debt, per last report,	2,000 00	
8. Funded debt, paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,		2,000 00
11. Floating debt, per last report,	4,668 00	
12. Floating debt, paid since last report,	None.	
13. Floating debt, increase of, since last report,	15,824 00	
14. Total present amount of floating debt,		20,492 00
15. Total present amount of funded and floating debt,		22,492 00
16. Average rate of interest per annum, paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	22,492 00	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$105,801 32	
19. For graduation and masonry, paid during the past year,	None.	
20. Total am't expended for graduation and masonry,		\$105,801 32
21. For wooden bridges, per last report,	1,679 92	
22. For wooden bridges, paid during the past year,	None.	
23. Total amount expended for wooden bridges,		1,679 92
24. Total amount expended for iron bridges, (if any,)	None.	
25. For superstructure, including iron, per last report,	100,267 83	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		100,267 83
28. For stations, buildings and fixtures, per last report,	21,991 79	
29. For stations, buildings and fixtures, paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		21,991 79
31. For land, land-damages and fences, per last report,	82,092 88	
32. For land, land-damages and fences, paid during the past year,	None.	
33. Total amount expended for land, land-damages and fences,		\$82,092 88

88 FITCHBURG AND WORCESTER RAILROAD. [Jan.

34. For locomotives, per last report,	\$18,867 19	
35. For locomotives, paid during the past year,	None.	
36. Total amount expended for locomotives,		\$18,867 19
37. For passenger and baggage cars, per last report,	6,594 24	
38. For passenger and baggage cars, paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		6,594 24
40. For merchandise cars, per last report,	14,765 12	
41. For merchandise cars, paid during the past year,	None.	
42. Total amount expended for merchandise cars,		14,765 12
43. For engineering, per last report,	7,746 59	
44. For engineering, paid during the past year,	None.	
45. Total amount expended for engineering,		7,746 59
46. For agencies and other expenses, per last report,	24,079 81	
47. For agencies and other expenses, paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,		24,079 81
49. Total cost of road and equipment,		\$333,884 69
[Taken from reserved fund and credited construction account, 1857,]		58,884 69
50. Amount of assets or property held by the corporation, in addition to the cost of the road,		\$275,000 00

CHARACTERISTICS OF ROAD.

51. Length of road,	13 903-1,000 miles.
52. Length of single main track,	13 994-1,000 miles.
53. Length of double main track,	None.
54. Length of branches owned by the company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	2 756-1,000 miles.
56. Weight of rail, per yard, in main road,	54 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	39 6-10 feet per mile for 3 879-1,000 miles, and 61 feet per mile for 121 feet where it crosses Fitch- burg Railroad.
59. Maximum grade, with its length, in branch roads,	
60. Total rise and fall in main road,	304 3-1,000 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	800 ft., length of curve, 702 ft.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature, in main road,	805° 48'
65. Total degrees of curvature, in branch roads,	None.
66. Total length of straight line, in main road,	7 869-1,000 miles.
67. Total length of straight line, in branches,	None.
68. Aggregate length of wooden truss bridges,	All stone bridges.
69. Aggregate length of all other wooden bridges,	
70. Aggregate length of iron bridges,	
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	17
73. Number of railroads crossed at grade,	1
74. Remarks,	-
75. Way stations for express trains,	No express.

76. Way stations for accommodation trains,	4	
77. Flag stations,	3	
78. Whole number of way stations,	4	
79. Whole number of flag stations,	3	
DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,	26,300	
81. Miles run by freight trains,	8,964	
82. Miles run by other trains,	2,476	
83. Total miles run,		37,740
84. Number of passengers carried in the cars,	77,646	
85. Number of passengers carried one mile,	1,003,026	
86. Number of tons of merchandise carried in the cars,	45,243	
87. Number of tons of merchandise carried one mile,	672,332	
88. Number of passengers carried one mile, to and from other roads,	801,026	
89. Number of tons carried one mile, to and from other roads,	651,326	
90. Rate of speed adopted for express passenger trains, including stops,	None.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	None.	
92. Rate of speed adopted for accommodation trains,	23 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	22 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	17 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,	10½ miles per hour.	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	426,871 tons.	
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	983,578 tons.	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$9,103 15	
99. For repairs of wooden bridges,	None.	
100. For wages of switchmen, average per month, \$42 50	Total,	1,174 25
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month, 42 50		
103. For wages of watchmen, average per month, 45 00		
104. Number of men employed, exclusive of those engaged in construction,	50	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	None.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	436 58	
107. Total for maintenance of way,		\$10,713 98
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	\$6,990 43	
109. For new locomotives, to cover depreciation,	-	-
110. For repairs of passenger cars,	998 75	
111. For new passenger cars, to cover depreciation,	-	-
112. For repairs of merchandise cars,	2,861 51	

113. For new merchandise cars, to cover depreciation,	-	-
114. For repairs of gravel and other cars,	-	-
115. Total for maintenance of motive power and cars,		\$10,850 69
116. Number of engines,	3	
117. Number of passenger cars,	3	
118. Number of baggage cars,	1	
119. Number of merchandise cars,	{ 14-26 of 74, counting each 8-wheel car as two.	
120. Number of gravel cars,		None.
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, 1,144. Cost of the same, \$5.75,	\$6,566 33	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,	None.	
122. For oil used by cars and engines,	1,238 55	
123. For waste and other material for cleaning,	378 68	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	4,184 09	
125. For salaries, wages and incidental expenses, chargeable to freight department,	7,349 26	
126. For gratuities and damages,	55 00	
127. For taxes and insurance,	7,208 60	
128. For ferries,	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture,	8,362 79	
130. For renewals of iron, including laying down,	{ 12,000 00	
131. For new iron laid down, deducting the value of old iron taken up,		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	None.	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	None.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	2,105 71	
135. Total miscellaneous,		\$44,449 01
136. Total expenditures for working the road,		\$66,013 68
137. Total amount of interest paid during the year,		438 87
INCOME DURING THE YEAR.		
138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company,	\$31,645 02	
2. To and from other roads, specifying what,	-	-
139. For <i>Freight</i> :—		
1. On main road and branches owned by company,	41,947 43	
2. To and from other connecting roads,	-	-
140. United States mails,	1,400 00	
141. Rents, [inclusive of \$4,750.00 received of Ag. Br. R. Co. for use of 9 miles,]	7,981 19	
142. Total income,		\$82,973 64
143. Net earnings, after deducting expenses,	16,521 09	
DIVIDENDS.		
144. 6 per cent. Total,		\$14,844 00
145. Surplus not divided,	\$1,677 09	

146. Surplus last year,	\$26,702 92	
147. Total surplus,		\$1
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, Viz. :—		
148. Of roads and bridges,	None.	
149. Buildings,	None.	
150. Engines and cars,	None.	
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corpora- tion, per last report,	\$2,000 00	
152. Mortgage debt paid since last report,	None.	
153. Increase of mortgage debts since last report,	None.	
154. Present amount of mortgage debts,	2,000 00	
155. Number of mortgages on road and franchise, or any property of the Corporation,	One.	

NATH'L WOOD,
JAMES H. CARTER,
WM. D. PECK,
H. A. BLOOD,
HARRISON BLISS,

Directors of the Fitchburg and Worcester Railroad Corp.

Worcester, ss. December 26, 1866. Then personally appeared 1
Wood, James H. Carter, William D. Peck, H. A. Blood, and Harrison 1
severally made oath to the truth of the foregoing statement by them subscrit
Before
GEO. A. TORREY, Justice of the

R E P O R T

OF THE

HARTFORD AND NEW HAVEN RAILROAD CORPORATION

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,* [allowed by charter in Massachusetts,]	\$300,000 00	
[Allowed by amendment 1852,]	650,000 00	
2. Number of shares of capital stock issued,	30,000	
3. Increase of capital since last report,	—	—
4. Capital paid in, per last report,	8,000,000 00	•
5. Capital paid in since last report,	—	—
6. Total amount of capital stock paid in, [Connecticut and Massachusetts,]	927,000 00	\$3,000,000 00
7. Funded debt, per last report,	—	—
8. Funded debt paid since last report,	—	—
9. Funded debt, increase of, since last report,	—	—
10. Total present amount of funded debt,	—	927,000 00
11. Floating debt, per last report,	—	—
12. Floating debt paid since last report,	—	—
13. Floating debt, increase of, since last report,	—	—
14. Total present amount of floating debt,	—	—
15. Total present amount of funded and floating debt,	—	—
16. Average rate of interest per annum paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	927,000 00	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report, [cost of road in Connecticut,]	\$2,604,284 86	
19. For graduation and masonry paid during the past year,	—	—
20. Total amount expended for graduation and masonry,	—	—
21. For wooden bridges, per last report, [Middletown Branch,]	197,467 69	
22. For wooden bridges paid during the past year, [do. extension,]	27,682 66	—
23. Total amount expended for wooden bridges,	—	—
24. Total amount expended for iron bridges, (if any,)	—	—
25. For superstructure, including iron, per last report, [road in Massachusetts,]	265,027 66	
26. For superstructure, including iron, paid during the past year,	—	—

* The capital stock has been merged in the capital stock of the Hartford and New Haven Railroad Company, according to the provisions of the charter and amendments thereof.

27. Total amount expended for superstructure, including iron,	-	-
28. For stations, buildings and fixtures, per last report,	-	-
29. For stations, buildings and fixtures paid during the past year,	-	-
30. Total amount expended for stations, buildings and fixtures,	-	-
31. For land, land-damages and fences, per last report,	\$56,997 43	
32. For land, land-damages and fences paid during the past year,	17,808 97	
33. Total amount expended for land, land-damages, and fences,		\$74,806 40
34. For locomotives, per last report,	}	New locomotives and cars are charged to the general expenses of the road.
35. For locomotives paid during the past year,		
36. Total amount expended for locomotives,		
37. For passenger and baggage cars, per last report,		
38. For passenger and baggage cars paid during the past year,	}	Transportation and general expense account.
39. Total amount expended for passenger and baggage cars,		
40. For merchandise cars, per last report,		
41. For merchandise cars paid during the past year,		
42. Total amount expended for merchandise cars,	-	-
43. For engineering, per last report,	}	Transportation and general expense account.
44. For engineering paid during the past year,		
45. Total amount expended for engineering,		
46. For agencies and other expenses, per last report,		
47. For agencies and other expenses, paid during the past year,	}	Transportation and general expense account.
48. Total amount expended for agencies and other expenses,		
49. Total cost of road and equipment,		
50. Amount of assets or property held by the corporation in addition to the cost of the road,		
[Railway, including double track, side tracks, depot, bridges, &c.,]	3,129,047 20	
CHARACTERISTICS OF ROAD.		
51. Length of road, [in Massachusetts,]	5.87	
52. Length of single main track,	-	-
53. Length of double main track,	5.87	
54. Length of branches owned by the Company, stating whether they have a single or double track, [In Massachusetts, none.]	-	-
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	2 48-320	
56. Weight of rail, per yard, in main road,	57 lbs.	
57. Weight of rail, per yard, in branch roads (specify the different weights per yard,)	57 lbs.	
58. Maximum grade, with its length, in main road,	17.58 ft.; length 52-100 mls.	
59. Maximum grade, with its length, in branch roads,	-	-
60. Total rise and fall in main road,	31.61	
61. Total rise and fall in branch roads,	-	-
62. Shortest radius of curvature, with length of curve, in main road,	477½ ft. ; length 1-10 mile.	
63. Shortest radius of curvature, with length of curve, in branch roads,	-	-
64. Total degrees of curvature in main road,	277°	
65. Total degrees of curvature in branch roads,	-	-
66. Total length of straight line in main road,	4.25	
67. Total length of straight line in branches,	-	-
68. Aggregate length of wooden truss bridges,	-	-

69. Aggregate length of all other wooden bridges,	-	-
70. Aggregate length of iron bridges,	-	-
71. Whole length of road unfenced on both sides,	-	-
72. Number of public ways crossed at grade,	7	
73. Number of railroads crossed at grade,	None.	
74. Remarks,	-	-
75. Way stations for express trains,	None.	
76. Way stations for accommodation trains,	One—Longmeadow.	
77. Flag stations,	-	-
78. Whole number of way stations,	None.	
79. Whole number of flag stations,	One.	

DOINGS DURING THE YEAR.

80. Miles run by passenger trains, [Massachusetts,]	28,225	
81. Miles run by freight trains, [Massachusetts,]	18,775	
82. Miles run by other trains,	-	-
83. Total miles run,		42,000
84. Number of passengers carried in the cars,	396,986	
85. Number of passengers carried one mile,	2,316,678	
86. Number of tons of merchandise carried in the cars,	197,205	
87. Number of tons of merchandise carried one mile,	1,158,579	
88. Number of passengers carried one mile to and from other roads,	1,336,534	
89. Number of tons [merchandise] carried one mile to and from other roads,	636,209	
90. Rate of speed adopted for express passenger trains, including stops,	33 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	33 miles per hour.	
92. Rate of speed adopted for accommodation trains,	27 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	27 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	27 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,	12 miles per hour.	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	-	-
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	-	-

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-
99. For repairs of wooden bridges,	-	-
100. For wages of switchmen, average per month, \$42 75	Total,	\$3,084 00
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month, 39 00		
103. For wages of watchmen, average per month, 47 00		
104. Number of men employed, exclusive of those engaged in construction, [in Massachusetts,] 61		
[Number of men employed on trains between Springfield and New Haven,] 86		
105. For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,)	-	-

106. For repairs of fences, gates, houses for signalmen, gate-keepers, switchmen, tool-houses, . . .	-	-
107. Total for maintenance of way, [in Massachusetts,]		\$10,280 21

MOTIVE POWER AND CARS.

108. For repairs of locomotives, [year ending August 31, 1866,]	\$101,164 61	
109. For new locomotives, to cover depreciation, . . .	-	-
110. For repairs of passenger cars, . . .	32,809 19	
111. For new passenger cars, to cover depreciation, . . .	-	-
112. For repairs of merchandise cars, . . .	58,578 04	
113. For new merchandise cars, to cover depreciation, . . .	-	-
114. For repairs of gravel and other cars, [included in repairs merchandise cars,]	-	-
115. Total for maintenance of motive power and cars, . . .	-	-
116. Number of engines, . . .	25	
117. Number of passenger cars, . . .	29	
118. Number of baggage cars, . . .	13	
119. Number of merchandise cars, . . .	434	
120. Number of gravel cars, . . .	13	
[Tools and machinery at machine shops,]	\$9,831 53	

MISCELLANEOUS. [Whole road.]

121. For fuel used by engines during the year, viz. :— [ending August 31, 1866,]		
1. Wood, number of cords, 2,598. Cost of the same, [with expenses,]	\$18,748 61	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton.) 10,761. Cost of same, [including freights, \$8.75.] . . .	93,871 25	
122. For oil used by cars and engines, [and stations,]	11,634 90	
123. For waste and other material for cleaning, . . .	5,314 97	
124. For salaries, wages and incidental expenses, chargeable to passenger department, . . .	} Transportation and general expense account.	
125. For salaries, wages and incidental expenses, chargeable to freight department, . . .		
126. For gratuities and damages, . . .	6,753 91	
127. For taxes and insurance, . . .	123,275 08	
128. For ferries, . . .	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . .	31,889 35	
130. For renewals of iron, including laying down, . . .	-	-
131. For new iron laid down, deducting the value of old iron taken up, . . .	-	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . .	-	
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . .	-	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .	} Transportation and general expense account.	
135. Total miscellaneous, . . .		\$290,988 07
136. Total expenditures for working the road, [year ending August 31, 1866,]		958,321 52
137. Total amount of interest paid during the year, [Transportation and general expense account, \$281,156.27.]		52,480 92

INCOME DURING THE YEAR. [Ending August 31, 1866.]	
138. <i>For Passengers</i> :—[Whole road.]	
1. On main road, including branches owned by company,	} \$909,352 21
2. To and from other roads, specifying what,	
139. <i>For Freight</i> :—[Whole road.]	
1. On main road and branches owned by Co.,	} 630,911 69
2. To and from other connecting roads,	
140. U. S. mails,	-
141. Rents, [wharfage and expresses,]	51,540 23
142. Total income,	\$1,591,804 13
143. Net earnings, after deducting expenses, [interest and taxes,]	459,196 61
DIVIDENDS.	
144. 12 per cent. Total, [paid year ending August 31, 1866,]	\$355,092 00
145. Surplus not divided,	-
146. Surplus last year,	-
147. Total surplus,	-
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—	
148. Of roads and bridges,	-
149. Buildings,	-
150. Engines and cars,	-
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	\$927,000 00
152. Mortgage debt paid since last report,	-
153. Increase of mortgage debt since last report,	-
154. Present amount of mortgage debts,	927,000 00
155. Number of mortgages on road and franchise, or any property of the Corporation,	One.

W. P. BURRALL, *Vice Pres.*,
JULIUS CATLIN,
A. G. HAZARD,
EZRA C. READ,
SAMUEL H. PARSONS,
C. W. CHAPIN,

Directors of the Hartford and New Haven Railroad Corporation.

STATE OF CONNECTICUT.

HARTFORD COUNTY, ss. HARTFORD, December 19, 1866. Then personally appeared W. P. Burrall, vice-president, and Julius Catlin, A. G. Hazard, Ezra C. Read, and Samuel H. Parsons, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

URIAH CASE, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. January 2, 1867. Personally appeared C. W. Chapin, and made oath to the truth of the foregoing statement, to the best of his knowledge and belief.

Before me,

CHAS. E. STEVENS, *Justice of the Peace.*

REPORT

OF THE

HORN POND BRANCH RAILROAD CORPORATION

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$10,00
2. Number of shares of capital stock issued,	100	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	\$2,000 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		2,00
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	13,238 46	
12. Floating debt paid since last report,	Nothing.	
13. Floating debt, increase of, since last report,	Nothing.	
14. Total present amount of floating debt,		13,23
15. Total present amount of funded and floating debt,		13,23
16. Average rate of interest per annum paid during the year,	None.	
17. Maximum amount of debts during the year,	13,238 46	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report,	\$3,946 05	
19. For graduation and masonry, paid during the past year,	Nothing.	
20. Total expended for graduation and masonry,		\$3,94
21. For wooden bridges, per last report,	1,766 96	
22. For wooden bridges paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,		1,76
24. Total amount expended for iron bridges, (if any,)	Nothing.	
25. For superstructure, including iron, per last report,	—	—
26. For superstructure, including iron paid during the past year,	} Belong to Boston and Lowell Railroad.	
27. Total amount expended for superstructure, including iron,	Nothing.	
28. For stations, buildings and fixtures, per last report,	Nothing.	
29. For stations, buildings and fixtures paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,	Nothing.	
31. For land, land-damages and fences, per last report,	Nothing.	
32. For land, land-damages and fences paid during the past year,	Nothing.	

33. Total amount expended for land, land-damages and fences,	\$6,438 36
34. For locomotives, per last report,	Nothing; road being operated by Boston and Lowell Railroad.
35. For locomotives paid during the past year,	
36. Total amount expended for locomotives,	
37. For passenger and baggage cars, per last report,	
38. For passenger and baggage cars paid during the past year,	
39. Total amount expended for passenger and baggage cars,	Nothing; road being operated by Boston and Lowell Railroad.
40. For merchandise cars, per last report,	
41. For merchandise cars paid during the past year,	
42. Total amount expended for merchandise cars,	
43. For engineering, per last report,	
44. For engineering paid during the past year,	924 15
45. Total amount expended for engineering,	Nothing; road being operated by Boston and Lowell Railroad.
46. For agencies and other expenses, per last report,	
47. For agencies and other expenses, paid during the past year,	
48. Total amount expended for agencies and other expenses,	
49. Total cost of road and equipment,	
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	

CHARACTERISTICS OF ROAD.

51. Length of road,	About 3,500 feet.
52. Length of single main track,	About 3,500 feet.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	400 feet.
56. Weight of rail, per yard, in main road,	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	380 ; 6 ft. per mile for 450 ft.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	1,707 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	501.6 feet for 775.5 ft.
63. Shortest radius of curvature, with length of curve, in branch roads,	-
64. Total degrees of curvature in main road,	217° 9' 14"
65. Total degrees of curvature in branch roads,	-
66. Total length of straight line in main road,	660 feet.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	None.
69. Aggregate length of all other wooden bridges,	15 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	One.
73. Number of railroads crossed at grade,	None.
74. Remarks,	-
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	None.
77. Flag stations,	One.
78. Whole number of way stations,	None.
79. Whole number of flag stations,	One.

DOINGS DURING THE YEAR.

80. Miles run by passenger trains,	-	-
81. Miles run by freight trains,	-	-
82. Miles run by other trains,	-	-
83. Total miles run,	-	-
84. Number of passenger carried in the cars,	-	-
85. Number of passengers carried one mile,	-	-
86. Number of tons of merchandise carried in the cars,	} 15,000 tons carried about 3,500 feet.	
87. Number of tons of merchandise carried one mile,		
88. Number of passengers carried one mile, to and from other roads,	None.	
89. Number of tons carried one mile, to and from other roads,	None.	
90. Rate of speed adopted for express passenger trains, including stops,	-	-
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-
92. Rate of speed adopted for accommodation trains,	-	-
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-
94. Average rate of speed actually attained by special trains, including stops and detentions,	-	-
95. Average rate of speed adopted for freight trains, including stops,	8 miles per hour.	
96. Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile,	None hauled.	
97. Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile,	15,000 tons.	

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	} Nothing; road being operated by Boston and Lowell Railroad.
99. For repairs of wooden bridges,	
100. For wages of switchmen, average per month, \$	
101. For wages of gate-keepers, average per month,	
102. For wages of signal-men, average per month,	
103. For wages of watchmen, average per month,	
104. Number of men employed, exclusive of those engaged in construction,	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
107. Total for maintenance of way,	

MOTIVE POWER AND CARS.

108. For repairs of locomotives,	} Nothing; road being operated by Boston and Lowell Railroad.
109. For new locomotives, to cover depreciation,	
110. For repairs of passenger cars,	
111. For new passenger cars, to cover depreciation,	
112. For repairs of merchandise cars,	
113. For new merchandise cars, to cover depreciation,	
114. For repairs of gravel and other cars,	
115. Total for maintenance of motive power and cars,	
116. Number of engines,	
117. Number of passenger cars,	
118. Number of baggage cars,	

119. Number of merchandise cars,	} Nothing ; road being operated by Boston and Lowell Railroad.
120. Number of gravel cars,	

MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—	} Road operated by Boston and Lowell Railroad.
1. Wood, number of cords, Cost of the same,	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,	
122. For oil used by cars and engines,	
123. For waste and other material for cleaning,	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	
125. For salaries, wages and incidental expenses, chargeable to freight department,	
126. For gratuities and damages,	
127. For taxes and insurance,	
128. For ferries,	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	
130. For renewals of iron, including laying down,	
131. For new iron laid down, deducting the value of old iron taken up,	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	} Nothing.
133. For amount paid other companies, as rent for use of their roads, specifying each company,	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	
135. Total miscellaneous,	
136. Total expenditures for working the road,	
137. Total amount of interest paid during the year,	

INCOME DURING THE YEAR.

138. For Passengers :—	} There is no income.
1. On main road, including branches owned by company,	
2. To and from other roads, specifying what,	
139. For Freight :—	
1. On main road and branches owned by company,	
2. To and from other connecting roads,	
140. U. S. mails,	
141. Rents,	
142. Total income,	
143. Net earnings, after deducting expenses,	

DIVIDENDS.

144. per cent. Total,	None.
145. Surplus not divided,	None.
146. Surplus last year,	None.
147. Total surplus,	None.

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,
VIZ. :—

148. Of road and bridges,	Nothing.
149. Buildings,	No buildings.
150. Engines and cars,	No engines or cars.

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	None.
152. Mortgage debt, paid since last report,	None.
153. Increase of mortgage debt, since last report,	None.
154. Present amount of mortgage debts,	None.
155. Number of mortgages on road and franchise, or any property of the corporation,	None.

ADDISON GAGE,
WM. P. DRAPER,
GEORGE DRAPER,
JAS. H. REED,
CHAS. O. GAGE,

Directors of the Horn Pond Branch Railroad Corpora

SUFFOLK, ss. January 2, 1867. Then personally appeared Wm. P. I George Draper, Jas. H. Reed, Directors, and severally made oath to the truth foregoing statement by them subscribed.

Before

DANIEL SHARP, *Justice of the P*

R E P O R T

OF THE

LEXINGTON AND W. CAMBRIDGE R. R. CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$241,200 00
2. Number of shares of capital stock issued,	2,412	
3. Increase of capital since last report,	-	-
4. Capital paid in, per last report,	-	-
5. Capital paid in since last report,	-	-
6. Total amount of capital stock paid in,		241,200 00
7. Funded debt, per last report,	-	-
8. Funded debt paid since last report,	-	-
9. Funded debt, increase of, since last report,	-	-
10. Total present amount of funded debt,	-	-
11. Floating debt, per last report,	\$3,170 00	
12. Floating debt paid since last report,	3,170 00	
13. Floating debt, increase of, since last report,	-	-
14. Total present amount of floating debt,	-	-
15. Total present amount of funded and floating debt, [owed to stockholders, interest on first and second class preferred stock,]		37,800 00
16. Average rate of interest per annum, paid during the year,	-	-
17. Maximum amount of debts during the year,	-	-
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report,	\$43,862 15	
19. For graduation and masonry paid during the past year,	-	-
20. Total amount expended for graduation and ma- sonry,		\$43,862 15
21. For wooden bridges, per last report,	14,414 16	
22. For wooden bridges paid during the past year,	-	-
23. Total amount expended for wooden bridges,		14,414 16
24. Total amount expended for iron bridges, (if any,)	None.	
25. For superstructure, including iron, per last report,	72,884 25	
26. For superstructure, including iron, paid during the past year,	-	-
27. Total amount expended for superstructure, includ- ing iron,		72,884 25
28. For stations, buildings and fixtures, per last report,	15,715 48	
29. For stations, buildings and fixtures, paid during the past year,	-	-
30. Total amount expended for stations, buildings and fixtures,		15,715 48
31. For land, land-damages and fences, per last report,	-	-

32. For land, land-damages and fences, paid during the past year,	\$54,271 48	
33. Total amount expended for land, land-damages, and fences,		\$54,271 48
34. For locomotives, per last report,	10,500 00	
35. For locomotives paid during the past year,	—	—
36. Total amount expended for locomotives,		10,500 00
37. For passenger and baggage cars, per last report,	13,700 00	
38. For passenger and baggage cars paid during the past year,	—	—
39. Total amount expended for passenger and baggage cars,		13,700 00
40. For merchandise cars, per last report,	3,200 00	
41. For merchandise cars paid during the past year,	550 00	
42. Total amount expended for merchandise cars,		3,750 00
43. For engineering, per last report,	6,175 34	
44. For engineering paid during the past year,	—	—
45. Total amount expended for engineering,		6,175 34
46. For agencies and other expenses, per last report,	23,434 89	
47. For agencies and other expenses, paid during the past year,	—	—
48. Total amount expended for agencies and other expenses,		23,434 89
49. Total cost of road and equipment,		\$258,707 75
50. Amount of assets or property held by the corporation in addition to the cost of the road,	—	—
CHARACTERISTICS OF ROAD.		
51. Length of road,	6 632-1,000 miles.	
52. Length of single main track,	6 642-1,000 miles.	
53. Length of double main track,	—	—
54. Length of branches owned by the Company, stating whether they have a single or double track,	—	—
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	3,250 feet.	
56. Weight of rail, per yard, in main road,	56 and 60 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	—	—
58. Maximum grade, with its length, in main road,	56 feet, 89-1,000 of mile.	
59. Maximum grade, with its length, in branch roads,	—	—
60. Total rise and fall in main road,	{ 211 2-10 feet rise, 7 13-1,000 feet in fall.	
61. Total rise and fall in branch roads,		
62. Shortest radius of curvature, with length of curve, in main road,	1,000 feet, 980 feet long.	
63. Shortest radius of curvature, with length of curve, in branch roads,	—	—
64. Total degrees of curvature in main road,	405°	
65. Total degrees of curvature in branch roads,	—	—
66. Total length of straight line in main road,	4 232-1,000 miles.	
67. Total length of straight line in branches,	—	—
68. Aggregate length of wooden truss bridges,	80 feet.	
69. Aggregate length of all other wooden bridges,	—	—
70. Aggregate length of iron bridges,	None.	
71. Whole length of road unfenced on both sides,	300 rods.	
72. Number of public ways crossed at grade,	7	
73. Number of railroads crossed at grade,	None.	
74. Remarks,	—	—
75. Way stations for express trains,	—	—
76. Way stations for accommodation trains,	7	
77. Flag stations,	4	

78. Whole number of way stations,	7
79. Whole number of flag stations,	4

DOINGS DURING THE YEAR.

80. Miles run by passenger trains,	22,850	
81. Miles run by freight trains,	-	-
82. Miles run by other trains,	200	
83. Total miles run,		23,050
84. Number of passengers carried in the cars,	209,728	
85. Number of passengers carried one mile,	821,993	
86. Number of tons of merchandise carried in the cars,	16,102	
87. Number of tons of merchandise carried one mile,	35,245	
88. Number of passengers carried one mile, to and from other roads,	813,894	
89. Number of tons carried one mile, to and from other roads,	34,486	
90. Rate of speed adopted for express passenger trains, including stops,	-	-
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	20 miles per hour.	
92. Rate of speed adopted for accommodation trains,	16 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-
94. Average rate of speed actually attained by special trains, including stops and detentions,	-	-
95. Average rate of speed adopted for freight trains, including stops,	14 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,		-
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	No means of ascertaining.	

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$4,248 49	
99. For repairs of wooden bridges,	-	-
100. For wages of switchmen, average per month, \$40 00	} Total,	960 00
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month,		
103. For wages of watchmen, average per month,		
104. Number of men employed, exclusive of those engaged in construction,	14	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	-	-
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-
107. Total for maintenance of way,		\$5,208 49

MOTIVE POWER AND CARS.

108. For repairs of locomotives,	\$1,312 23	
109. For new locomotives, to cover depreciation,	-	-
110. For repairs of passenger cars,	1,527 17	
111. For new passenger cars, to cover depreciation,	-	-
112. For repairs of merchandise cars,	-	-
113. For new merchandise cars, to cover depreciation,	-	-
114. For repairs of gravel and other cars,	-	-
115. Total for maintenance of motive power and cars,		\$2,839 40

116. Number of engines,	2	
117. Number of passenger cars,	6	
118. Number of baggage cars,	2	
119. Number of merchandise cars,	10	
120. Number of gravel cars,	None.	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, 962. Cost of the same,	\$8,481 00	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of the same,	—	—
122. For oil used by cars and engines,	505 65	
123. For waste and other material for cleaning,	192 14	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	6,128 98	
125. For salaries, wages and incidental expenses, chargeable to freight department,	3,228 96	
126. For gratuities and damages,	150 00	
127. For taxes and insurance,	2,103 04	
128. For ferries,	—	—
129. For repairs of station buildings, aqueducts, fixtures, furniture,	901 82	
130. For renewals of iron, including laying down,	1,810 53	
131. For new iron laid down, deducting the value of old iron taken up,	—	—
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	—	—
133. For amount paid other companies, as rent for use of their roads, specifying each company,	—	—
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	2,818 81	
135. Total miscellaneous,		\$26,329 88
136. Total expenditures for working the road,		\$34,368 77
137. Total amount of interest paid during the year,		42 28
		\$34,411 05
INCOME DURING THE YEAR.		
138. For Passengers :—		
1. On main road, including branches owned by company,	\$33,466 32	
2. To and from other roads, specifying what,	—	—
139. For Freight :—		
1. On main road and branches owned by Co.,	7,405 90	
2. To and from other connecting roads,	—	—
140. U. S. mails,	516 47	
141. Rents,	170 00	
142. Total income,		41,558 69
143. Net earnings, after deducting expenses,		\$7,147 64
DIVIDENDS.		
144. per cent. Total,	None.	
145. Surplus not divided,	—	—
146. Surplus last year,	—	—
147. Total surplus,	—	—

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—	
148. Of road and bridges,	— —
149. Buildings,	— —
150. Engines and cars,	— —
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the corpora- tion, per last report,	None.
152. Mortgage debt paid since last report,	None.
153. Increase of mortgage debt since last report,	None.
154. Present amount of mortgage debts,	None.
155. Number of mortgages on road and franchise, or any property of the corporation,	None.

ACCIDENT.

October. An Irishman named John Calahan jumped from the train as they were entering the depot in Lexington, and falling under the car was so much injured that it resulted in his death.

R. D. BLINN,
C. T. CROCKER,
GEO. F. FAY,
WM. E. PARMENTER,

Directors of the Lexington and West Cambridge Railroad Corporation.

SUFFOLK, ss. Boston, January 1, 1867. Then personally appeared R. D. Blinn, C. T. Crocker, George F. Fay and Wm. E. Parmenter, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, ALBERT G. BROWNE, JR.,
Justice of the Peace and Quorum throughout the Commonwealth.

R E P O R T

OF THE

LOWELL AND LAWRENCE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$300,000 00
2. Number of shares of capital stock issued,	2,000	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	\$200,000 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		200,000 00
7. Funded debt, per last report,	75,000 00	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of since last report,	None.	
10. Total present amount of funded debt,		75,000 00
11. Floating debt, per last report,	2,754 05	
12. Floating debt paid since last report,	None.	
13. Floating debt, increase of since last report,	803 74	
14. Total present amount of floating debt, [unpaid dividends,]		3,557 79
15. Total present amount of funded and floating debt,		78,557 79
16. Average rate of interest per annum, paid during the year,	6 per cent. in bonds.	
17. Maximum amount of debts during the year,	78,557 79	
[Surplus—contra, \$3,468.87. Paid from earnings—contra, \$88,158.12,]		91,626 99
		<u>\$370,184 78</u>
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$77,516 32	
19. For graduation and masonry paid during the past year,	Nothing.	
20. Total amt expended for graduation and masonry,		\$77,516 32
21. For wooden bridges, per last report,	5,304 61	
22. For wooden bridges paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,		5,304 61
24. Total amount expended for iron bridges, (if any,)	Nothing.	
25. For superstructure, including iron, per last report,	161,416 37	
26. For superstructure, including iron, paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron,		161,416 37
28. For stations, buildings and fixtures, per last report,	15,108 19	
29. For stations, buildings and fixtures, paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,		15,108 19
31. For land, land-damages and fences, per last report,	45,378 81	
32. For land, land-damages and fences, paid during the past year,	Nothing.	

33. Total amount expended for land, land-damages, and fences,		\$45,378 81
34. For locomotives, per last report,	\$15,153 25	
35. For locomotives paid during the past year,	Nothing.	
36. Total amount expended for locomotives,		15,153 25
37. For passenger and baggage cars, per last report,	7,000 60	
38. For passenger and baggage cars paid during the past year,	Nothing.	
39. Total amount expended for passenger and baggage cars,		7,000 60
40. For merchandise cars, per last report,	8,121 43	
41. For merchandise cars paid during the past year,	Nothing.	
42. Total amount expended for merchandise cars,		8,121 43
43. For engineering, per last report,	8,197 85	
44. For engineering paid during the past year,	Nothing.	
45. Total amount expended for engineering,		8,197 85
46. For agencies and other expenses, per last report,	212 64	
47. For agencies and other expenses paid during the past year,	Nothing.	
48. Total amount expended for agencies and other expenses,		212 64
[Balance of interest on loan during construction, and paid stockholders, \$9,748.05; discount on bonds, \$10,000.00,]		19,748 05
49. Total cost of road and equipment,		\$363,158 12
50. Amount of assets or property held by the corporation, in addition to the cost of the road,		7,026 66
		<u>\$370,184 78</u>

CHARACTERISTICS OF ROAD.

51. Length of road,	12.35 miles.
52. Length of single main track,	12.35 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	2 miles, 1,500 feet.
56. Weight of rail, per yard, in main road,	58 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	45.40 feet, 2.32 miles.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	Rise, 115.77; fall, 162.70 ft.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	1,146 feet; length, 1,100 ft.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature, in main road,	420°
65. Total degrees of curvature, in branch roads,	None.
66. Total length of straight line, in main road,	8.86 miles.
67. Total length of straight line, in branches,	None.
68. Aggregate length of wooden truss bridges,	None.
69. Aggregate length of all other wooden bridges,	400 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	{ All fenced or otherwise protected.
72. Number of public ways crossed at grade,	12
73. Number of railroads crossed at grade,	2
74. Remarks,	-
75. Way stations for express trains,	None.

76. Way stations for accommodation trains, . . .	None.
77. Flag stations, . . .	5
78. Whole number of way stations, . . .	None.
79. Whole number of flag stations, . . .	5

DOINGS DURING THE YEAR.

80. Miles run by passenger trains, . . .	
81. Miles run by freight trains, . . .	
82. Miles run by other trains, . . .	
83. Total miles run, . . .	
84. Number of passengers carried in the cars, . . .	
85. Number of passengers carried one mile, . . .	
86. Number of tons of merchandise carried in the cars, . . .	
87. Number of tons of merchandise carried one mile, . . .	
88. Number of passengers carried one mile, to and from other roads, . . .	
89. Number of tons carried one mile, to and from other roads, . . .	
90. Rate of speed adopted for express passenger trains, including stops, . . .	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	
92. Rate of speed adopted for accommodation trains, . . .	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . .	
95. Average rate of speed adopted for freight trains, including stops, . . .	
96. Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, . . .	
97. Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, . . .	

Operated by the Boston and Lowell Railroad Corporation, under contract. A copy is annexed to the report of 1858.

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	
99. For repairs of wooden bridges, . . .	
100. For wages of switchmen, average per month, . . . \$	
101. For wages of gate-keepers, average per month, . . .	
102. For wages of signal-men, average per month, . . .	
103. For wages of watchmen, average per month, . . .	
104. Number of men employed, exclusive of those engaged in construction, . . .	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . .	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	
107. Total for maintenance of way, . . .	

Paid by the Boston and Lowell Railroad Corporation.

MOTIVE POWER AND CARS.

108. For repairs of locomotives, . . .	
109. For new locomotives, to cover depreciation, . . .	
110. For repairs of passenger cars, . . .	
111. For new passenger cars, to cover depreciation, . . .	
112. For repairs of merchandise cars, . . .	
113. For new merchandise cars, to cover depreciation, . . .	
114. For repairs of gravel and other cars, . . .	
115. Total for maintenance of motive power and cars, . . .	

Run by the Boston and Lowell Railroad Corporation.

116. Number of engines,	2	
117. Number of passenger cars,	3	
118. Number of baggage cars,	1	
119. Number of merchandise cars,	20	
120. Number of gravel cars,	6	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, Cost of the same,		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,		
122. For oil used by cars and engines,		Operated by the Boston and Lowell Railroad Corporation.
123. For waste and other material for cleaning,		
124. For salaries, wages, and incidental expenses, chargeable to passenger department,		
125. For salaries, wages, and incidental expenses, chargeable to freight department,		
126. For gratuities and damages,		
127. For taxes,	\$3,209 76	
128. For ferries,		
129. For repairs of station buildings, aqueducts, fixtures, furniture,		Operated by the Boston and Lowell Railroad Corporation.
130. For renewals of iron, including laying down,		
131. For new iron laid down, deducting the value of old iron taken up,		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		
133. For amount paid other companies, as rent for use of their roads, specifying each company,		
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	123 66	
135. Total miscellaneous,		\$3,333 42
136. Total expenditures for working the road,		\$3,333 42
137. Total amount of interest paid during the year,		4,446 00
[Total expense and interest,]		\$7,779 42
INCOME DURING THE YEAR.		
138. For Passengers:—		
1. On main road, including branches owned by company,		Operated by the Boston and Lowell Railroad Corporation, under a contract which pays 6 per cent. on \$363,000
2. To and from other roads, specifying what,		
139. For Freight:—		
1. On main road, and branches owned by Company,		
2. To and from other connecting roads,		
140. U. S. mails,		
141. Rents, [\$8.75, and \$21,780.00,]		
142. Total income,		\$21,788 75
143. Net earnings, after deducting expenses,		\$14,009 33
DIVIDENDS.		
144. 6 per cent. Total,		\$12,000 00
145. Surplus not divided,	\$2,009 33	
146. Surplus last year,	1,459 54	
147. Total surplus,		3,468 87

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—	
148. Of road and bridges,	} Road run and kept in repair by the Boston and Lowell Railroad Corporation.
149. Buildings,	
150. Engines and cars,	
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	\$75,000 00
152. Mortgage debt paid since last report,	None.
153. Increase of mortgage debt since last report,	None.
154. Present amount of mortgage debts,	75,000 00
155. Number of mortgages on road and franchise, or any property of the Corporation,	One.

ACCIDENTS.

December 12, 1865.—N. H. Berry, brakeman, was severely injured by coming in contact with a bridge while on a train, near Lawrence.

September 25, 1866.—James M. Gotham, express messenger, was killed by coming in contact with a bridge, near Lawrence.

October 8, 1866.—James P. Sanborn, freight conductor, while upon the top of a freight car, was instantly killed by coming in contact with a bridge, near Lowell.

F. B. CROWNINSHIELD,

W. MINOT, JR.

GEO. W. LYMAN,

H. HOSFORD,

Directors of the Boston and Lowell Railroad Corporation.

SUFFOLK, ss. December 26, 1866. Then personally appeared F. B. Crowninshield, Wm. Minot, Jr., George W. Lyman and Hocom Hosford and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

J. THOS. STEVENSON, *Justice of the Peace.*

R E P O R T

OF THE

MIDDLEBOROUGH AND TAUNTON R. R. CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$150,000 00
2. Number of shares of capital stock issued,	1,472	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	\$149,092 90	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		149,092 90
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	4,000 00	
12. Floating debt paid since last report,	4,000 00	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,	None.	
15. Total present amount of funded and floating debt,	None.	
16. Average rate of interest per annum paid during the year,	7 3-10 per cent.	
17. Maximum amount of debts during the year,		4,000 00
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$45,899 14	
19. For graduation and masonry paid during the past year,	None.	
20. Total am't expended for graduation and masonry,		\$45,899 14
21. For wooden bridges, per last report,	384 15	
22. For wooden bridges paid during the past year,	None.	
23. Total amount expended for wooden bridges,		384 15
24. Total amount expended for iron bridges, (if any,)	None.	
25. For superstructure, including iron, per last report,	56,283 85	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		56,283 85
28. For stations, buildings and fixtures, per last report,	3,991 29	
29. For stations, buildings and fixtures paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		3,991 29
31. For land, land-damages and fences, per last report,	18,004 57	
32. For land, land-damages and fences paid during the past year,	-	-

33. Total amount expended for land, land-damages, and fences,	—	
34. For locomotives, per last report,	\$7,656 29	
35. For locomotives paid during the past year,	None.	
36. Total amount expended for locomotives,		\$
37. For passenger and baggage cars, per last report,	2,577 43	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		
40. For merchandise cars, per last report,	9,134 69	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,		
43. For engineering, per last report,	4,147 29	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		
46. For agencies and other expenses, per last report,	4,699 14	
47. For agencies and other expenses paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,		
49. Total cost of road and equipment,		15'
50. Amount of assets or property held by the corporation in addition to the cost of the road,	11,032 97	

CHARACTERISTICS OF ROAD.

51. Length of road,	8 536-1,000 miles.
52. Length of single main track,	8 536-1,000 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	No branches.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	2,955 feet.
56. Weight of rail, per yard, in main road,	49 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	42 feet—4,280 feet.
59. Maximum grade, with its length in branch roads,	None.
60. Total rise and fall in main road,	184 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	860 feet—1,174 feet
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	50°
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	37,310 feet.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	} No bridges.
69. Aggregate length of all other wooden bridges,	
70. Aggregate length of iron bridges,	
71. Whole length of road unfenced on both sides,	900 feet.
72. Number of public ways crossed at grade,	11
73. Number of railroads crossed at grade,	None.
74. Remarks,	—
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	1
77. Flag stations,	3
78. Whole number of way stations,	1
79. Whole number of flag stations,	3

DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,	17,259	
81. Miles run by freight trains,	7,199	
82. Miles run by other trains,	96	
83. Total miles run,		24,554
84. Number of passengers carried in the cars, . .	33,514	
85. Number of passengers carried one mile, . .	289,466	
86. Number of tons of merchandise carried in the cars, .	21,411	210-2,000
87. Number of tons of merchandise carried one mile, .	133,368	33-2,000
88. Number of passengers carried one mile, to and from other roads,	161,406	
89. Number of tons carried one mile, to and from other roads,	122,491	976-2,000
90. Rate of speed adopted for express passenger trains, including stops,	} No express trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		
92. Rate of speed adopted for accommodation trains, .		25 miles per hour.
93. Rate of speed actually attained by accommodation trains, including stops and detentions,		25 miles per hour.
94. Average rate of speed actually attained by special trains, including stops and detentions,	No special trains.	
95. Average rate of speed adopted for freight trains, including stops,	14 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	192,000 tons.	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	688,000 tons.	

EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .	\$4,836 79	
99. For repairs of wooden bridges,	None.	
100. For wages of switchmen, average per month, \$25 00	} Total,	300 00
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month,		
103. For wages of watchmen, average per month,		
104. Number of men employed, exclusive of those engaged in construction,	14	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	None.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . .	None.	
107. Total for maintenance of way,		\$5,136 79

MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	\$957 56	
109. For new locomotives, to cover depreciation, .	-	
110. For repairs of passenger cars,	229 50	
111. For new passenger cars, to cover depreciation, .	-	
112. For repairs of merchandise cars,	626 46	
113. For new merchandise cars, to cover depreciation, .	-	
114. For repairs of gravel and other cars,	-	
115. Total for maintenance of motive power and cars, .		\$1,813 52
116. Number of engines,	1	

117. Number of passenger cars,	1
118. Number of baggage cars,	1
119. Number of merchandise cars,	20
120. Number of gravel cars,	None.

MISCELLANEOUS.

121. For fuel used by engines during the year, viz.:—		
1. Wood, No. of cords, 40. Cost of the same,	} \$3,149 46	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 268. Cost of same,		
122. For oil used by cars and engines,	} 431 13	
123. For waste and other material for cleaning,		
124. For salaries, wages and incidental expenses, chargeable to passenger department,	3,190 02	
125. For salaries, wages and incidental expenses, chargeable to freight department,	3,930 05	
126. For gratuities and damages,	83 25	
127. For taxes and insurance,	1,258 33	
128. For ferries,	None.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	651 69	
130. For renewals of iron, including laying down,	—	—
131. For new iron laid down, deducting the value of old iron taken up,	—	—
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [Taunton Branch Railroad, New Bedford and Taunton Railroad, Old Colony and Newport Railroad, Cape Cod Railroad,]	16,314 84	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	—	—
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	1,845 39	
135. Total miscellaneous,		\$30,854 16
136. Total expenditures for working the road,		37,804 47
137. Total amount of interest paid during the year,	212 56	

INCOME DURING THE YEAR.

138. For Passengers :—		
1. On main road including branches owned by Company,	\$712 37	
2. To and from other roads, specifying what,	18,732 83	
139. For Freight :		
1. On main road and branches owned by company,	1,232 81	
2. To and from other connecting roads,	22,861 63	
140. U. S. mails,	600 00	
141. Rents,	—	—
142. Total income,		\$44,139 64
143. Net earnings, after deducting expenses,	6,122 61	

DIVIDENDS.

144. per cent. Total,	None.	
145. Surplus not divided,	\$6,122 61	
146. Surplus last year,	8,542 44	
147. Total surplus,		\$14,665 05

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,									
VIZ. :—									
148.	Of road and bridges,	.	.	.	.	.	.	.	} None.
149.	Buildings,	.	.	.	.	.	.	.
150.	Engines and cars,	.	.	.	.	.	.	.
MORTGAGE DEBTS.									
151.	Amount of debt secured by mortgage of road and franchise, or any property of the Corporation, per last report,	.	.	.	.	.	.	.	} None.
152.	Mortgage debt paid since last report,	.	.	.	.	.	.	.
153.	Increase of mortgage debt since last report,	.	.	.	.	.	.	.
154.	Present amount of mortgage debts,	.	.	.	.	.	.	.
155.	Number of mortgages on road and franchise, or any property of the Corporation,	.	.	.	.	.	.	.

J. B. TOBEY,
ALBERT FIELD,
ELISHA TUCKER,
CHAS. ROBINSON,

Directors of the Middleborough and Taunton Railroad Corporation.

SUFFOLK, ss. December 28, 1866. Then personally appeared J. B. Tobey, Albert Field, Elisha Tucker, and Charles Robinson, and severally made oath to the truth of the foregoing statement by them subscribed.

BeforeE. PICKERING, Justice of the Peace.

R E P O R T

OF THE

MILFORD AND WOONSOCKET RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

Nothing has been done since our last report.

GEORGE DRAPER,
SAM'L WALKER,
A. C. MAYHEW,
A. C. FAY,
ELBRIDGE MANN,

Directors of the Milford and Woonsocket Railroad Corporation.

WORCESTER, ss. December 31, 1866. Then personally appeared George Draper, Sam'l Walker, A. C. Mayhew, A. C. Fay and Elbridge Mann, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

WM. F. DRAPER, *Justice of the Peace.*

R E P O R T

OF THE

NASHUA AND LOWELL RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$600,000 00
2. Number of shares of capital stock issued,	6,000	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	\$600,000 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		600,000 00
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	43,790 28	
12. Floating debt paid since last report,	18,190 28	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,		25,600 00
15. Total present amount of funded and floating debt,	Stated in the above.	
16. Average rate of interest per annum paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	43,790 28	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$116,827 63	
19. For graduation and masonry paid during the past year,	None.	
20. Total am't expended for graduation and masonry,		\$116,827 63
21. For wooden bridges, per last report,	2,530 35	
22. For wooden bridges, paid during the past year,	None.	
23. Total amount expended for wooden bridges,		2,530 35
24. Total amount expended for iron bridges (if any,)		1,875 00
25. For superstructure, including iron, per last report,	233,998 35	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		233,998 35
28. For stations, buildings and fixtures, per last report,	93,196 95	
29. For stations, buildings and fixtures paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		93,196 95
31. For land, land-damages and fences, per last report,	88,980 06	
32. For land, land-damages and fences paid during the past year,	None.	

33. Total amount expended for land, land-damages and fences,		\$88,980 06
34. For locomotives, per last report,	\$46,240 48	
35. For locomotives paid during the past year,	None.	
36. Total amount expended for locomotives,		46,240 48
37. For passenger and baggage cars, per last report,	13,792 71	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		13,792 71
40. For merchandise cars, per last report,	35,651 09	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,		35,651 09
43. For engineering, per last report,	21,510 61	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		21,510 61
46. For agencies and other expenses, per last report,	None.	
47. For agencies and other expenses paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,	None.	
49. Total cost of road and equipment,		654,603 23
50. Amount of assets or property held by the corporation, in addition to the cost of the road,		
[Real estate in Boston, Lowell, Chelmsford, Westford and Nashua, \$114,623.54, and balance of surplus in working materials and cash.]		

CHARACTERISTICS OF ROAD.

51. Length of road,	77,000 2-10 feet.
52. Length of single main track,	2,011 feet.
53. Length of double main track,	74,989 2-10 feet.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	3 miles.
56. Weight of rail, per yard, in main road,	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	127-10 ft. per mile, 4,133 ft.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	73 5-10 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	336 feet; 100 feet long.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	770°
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	7 22-100 miles.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	530 feet.
69. Aggregate length of all other wooden bridges,	664 feet.
70. Aggregate length of iron bridges,	160 feet.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	10
73. Number of railroads crossed at grade,	1
74. Remarks,	-
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	2
77. Flag stations,	3
78. Whole number of way stations,	2
79. Whole number of flag stations,	3

DOINGS DURING THE YEAR.		
[Including our proportion on Wilton, Stony Brook, Salem and Lowell, Lowell and Lawrence, and Stoneham Branch Railroads.]		
80. Miles run by passenger trains,	115,710	
81. Miles run by freight trains,	100,021	
82. Miles run by other trains,	None.	
83. Total miles run,		215,731
84. Number of passengers carried in the cars,	533,542	
85. Number of passenger carried one mile,	6,619,549	
86. Number of tons of merchandise carried in the cars, .	188,545	
87. Number of tons of merchandise carried one mile, .	5,296,200	
88. Number of passengers carried one mile, to and from other roads,	1,848,980	
89. Number of tons carried one mile, to and from other roads,	3,267,773	
90. Rate of speed adopted for express passenger trains, including stops,	30 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, .	30 miles per hour.	
92. Rate of speed adopted for accommodation trains, .	25 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	25 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,	10 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	3,809,774	
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile,	7,944,300	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .	\$30,438 10	
99. For repairs of wooden bridges,	11,929 75	
100. For wages of switchmen, average per month, \$45 00	Total,	8,662 44
101. For wages of gate-keepers, average per month, 35 00		
102. For wages of signal-men, average per month, 35 00		
103. For wages of watchmen, average per month, 45 00		
104. Number of men employed, exclusive of those engaged in construction,	223	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	75 18	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . .	7,536 07	
107. Total for maintenance of way,		\$58,641 54
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	\$20,217 17	
109. For new locomotives, to cover depreciation, .	5,855 09	
110. For repairs of passenger cars,	9,009 51	
111. For new passenger cars, to cover depreciation, .	1,951 09	
112. For repairs of merchandise cars,	18,333 28	
113. For new merchandise cars, to cover depreciation, .	7,853 07	
114. For repairs of gravel and other cars,	Included above.	
115. Total for maintenance of motive power and cars, .		\$63,219 21

116. Number of engines,	11	
117. Number of passenger cars,	12	
118. Number of baggage cars,	6	
119. Number of merchandise cars,	249	
120. Number of gravel cars,	99	
MISCELLANEOUS.		
[Fuel used for sundry purposes,]	\$2,914 01	
121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 5,727. Cost of the same,	30,423 09	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 883. Cost of the same,	9,344 33	
122. For oil used by cars and engines,	4,464 13	
123. For waste and other material for cleaning,	2,232 06	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	22,323 07	
125. For salaries, wages and incidental expenses, chargeable to freight department,	42,825 09	
126. For gratuities and damages,	6,208 93	
127. For taxes and insurance,	29,945 82	
128. For ferries,	Nothing.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	16,312 46	
130. For renewals of iron, including laying down,	16,746 54	
131. For new iron laid down, deducting the value of old iron taken up,	Included above.	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	Nothing.	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	33,539 64	
[Stony Brook Railroad, \$5,487.00; Lowell and Lawrence Railroad, \$6,751.80; Salem and Lowell Railroad, \$5,425.00; Wilton Railroad, \$14,000.00; Stoneham Br. Railroad, \$279.00.]		
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	11,169 17	
135. Total miscellaneous,		\$228,448 34
136. Total expenditures for working the road,		350,309 09
137. Total amount of interest paid during the year,		1,197 81
INCOME DURING THE YEAR.		
138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company,	\$144,532 54	
2. To and from other roads, specifying what,*	36,852 27	
139. For <i>Freight</i> :—		
1. On main road and branches owned by company,	145,211 70	
2. To and from other connecting roads,*	106,500 63	
140. U. S. mails,	2,024 81	
141. Expresses,	6,182 56	
142. Total income,		\$441,304 51
143. Net earnings, after deducting expenses,	89,797 61	

* Concord Railroad and Fitchburg Railroad and their northern connections, Worcester and Nashua Railroad and its western connections, Boston and Maine Railroad and its eastern connections.

DIVIDENDS.						
144.	8 per cent.	Total,	.	.	.	\$48,000 00
145.	Surplus not divided,	.	.	.	.	41,797 61
146.	Surplus last year,	.	.	.	.	145,268 30
147.	Total surplus,	.	.	.	.	\$187,065 91
ESTIMATED DEPRECIATION BEYOND THE RENEWALS,						
VIZ. :—						
148.	Of road and bridges,	.	.	.	.	} Nothing.
149.	Buildings,	.	.	.	.
150.	Engines and cars,	.	.	.	.
MORTGAGE DEBTS.						
151.	Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	.	.	.	.	} None.
152.	Mortgage debt paid since last report,	.	.	.	.
153.	Increase of mortgage debt since last report,	.	.	.	.
154.	Present amount of mortgage debts,	.	.	.	.
155.	Number of mortgages on road and franchise, or any property of the Corporation,	.	.	.	.

ACCIDENT.

April 18, 1866.—Gilbert H. Rose, an employee, while shifting cars at Lowell, was caught between the buffers, and his left arm so badly crushed that amputation was necessary.

F. B. CROWNINSHIELD,
EDWARD SPALDING,
DANIEL S. RICHARDSON,
Directors of the Nashua and Lowell Railroad Corporation.

SUFFOLK, ss. December 26, 1866. Then personally appeared F. B. Crowninshield, Edward Spaulding and Daniel S. Richardson and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, JOHN B. WINSLOW, *Justice of the Peace.*

R E P O R T

OF THE

NEW BEDFORD AND TAUNTON RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$500,000 00
2. Number of shares of capital stock issued,	5,000	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	\$500,000 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		500,000 00
7. Funded debt, per last report,	195,500 00	
8. Funded debt paid since last report,	11,500 00	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,		184,000 00
11. Floating debt, per last report,	None.	
12. Floating debt paid since last report,	None.	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,	None.	
15. Total present amount of funded and floating debt,		184,000 00
16. Average rate of interest per annum paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	195,500 00	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$158,108 01	
19. For graduation and masonry paid during the past year,	None.	
20. Total am't expended for graduation and masonry,		\$158,108 01
21. For wooden bridges, per last report,	4,013 85	
22. For wooden bridges paid during the past year,	None.	
23. Total amount expended for wooden bridges,		4,013 85
24. Total amount expended for iron bridges, (if any,)	None.	
25. For superstructure, including iron, per last report,	118,002 39	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		118,002 39
28. For stations, buildings and fixtures, per last report,	45,826 98	
29. For stations, buildings and fixtures paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		45,826 98
31. For land, land-damages and fences, per last report,	92,391 52	
32. For land, land-damages and fences paid during the past year,	None.	

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33. Total amount expended for land, land-damages and fences,		\$92,391 52
34. For locomotives, per last report,	\$13,193 55	
35. For locomotives paid during the past year,	None.	
36. Total amount expended for locomotives,		13,193 55
37. For passenger and baggage cars, per last report,	15,250 00	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		15,250 00
40. For merchandise cars, per last report,	17,575 00	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,		17,575 00
43. For engineering, per last report,	15,693 97	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		15,693 97
46. For agencies and other expenses, per last report,	19,944 73	
47. For agencies and other expenses paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,		19,944 73
49. Total cost of road and equipment,		\$500,000 00
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	-	-

CHARACTERISTICS OF ROAD.

51. Length of road,	20 13-100 miles.
52. Length of single main track,	20 13-100 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	7,731 feet, single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	7,147 feet.
56. Weight of rail, per yard, in main road,	50 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	56 lbs.
58. Maximum grade, with its length, in main road,	40 ft. per mile for 1½ miles.
59. Maximum grade, with its length, in branch roads,	65 feet per mile for 600 feet.
60. Total rise and fall in main road,	361 feet.
61. Total rise and fall in branch roads,	20 feet.
62. Shortest radius of curvature, with length of curve, in main road,	1,906 feet in 1,100 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	259 feet in 300 feet.
64. Total degrees of curvature in main road,	160°
65. Total degrees of curvature in branch roads,	87° 45'
66. Total length of straight line in main road,	17¼ miles.
67. Total length of straight line in branches,	3,333 feet.
68. Aggregate length of wooden truss bridges,	None.
69. Aggregate length of all other wooden bridges,	281 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	13,955 feet.
72. Number of public ways crossed at grade,	19
73. Number of railroads crossed at grade,	1
74. Remarks,	None.
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	1
77. Flag stations,	6
78. Whole number of way stations,	1
79. Whole number of flag stations,	6

DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,	54,753	
81. Miles run by freight trains,	15,085	
82. Miles run by other trains,	2,654	
83. Total miles run,		72,492
84. Number of passengers carried in the cars,	172,153	
85. Number of passengers carried one mile,	2,454,705	
86. Number of tons of merchandise carried in the cars,	68,232	
87. Number of tons of merchandise carried one mile,	668,253	
88. Number of passengers carried one mile, to and from other roads,	1,862,647	
89. Number of tons carried one mile, to and from other roads,	572,744	
90. Rate of speed adopted for express passenger trains, including stops,	None.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	None.	
92. Rate of speed adopted for accommodation trains,	24 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	24 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	None,	
95. Average rate of speed adopted for freight trains, including stops,	15 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	2,000,000	
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile,	1,000,000	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$23,395 97	
99. For repairs of wooden bridges,	None.	
100. For wages of switchmen, average per month, \$45 00	Total, 2,720 90	
101. For wages of gate-keepers, average per month, 12 00		
102. For wages of signal-men, average per month, 12 00		
103. For wages of watchmen, average per month, 45 00		
104. Number of men employed, exclusive of those engaged in construction,	60	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	None..	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	Included in No. 98.	
107. Total for maintenance of way,		\$26,116 87
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	\$4,673 86	
109. For new locomotives, to cover depreciation,	None.	
110. For repairs of passenger cars,	9,468 50	
111. For new passenger cars, to cover depreciation, [baggage car,]	1,700 00	
112. For repairs of merchandise cars,	2,243 76	
113. For new merchandise cars, to cover depreciation,	5,693 89	
114. For repairs of gravel and other cars,	None.	
115. Total for maintenance of motive power and cars,		\$23,780 01
116. Number of engines,	4	
117. Number of passenger cars,	12	

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118. Number of baggage cars,	7	
119. Number of merchandise cars,	70	
120. Number of gravel cars,	4	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, 1,060. Cost of the same,	\$5,100 25	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 487. Cost of same,	5,706 81	
122. For oil used by cars and engines,	} \$2,619 73	
123. For waste and other material for cleaning,		
124. For salaries, wages and incidental expenses, chargeable to passenger department,	12,762 26	
125. For salaries, wages and incidental expenses, chargeable to freight department,	13,192 94	
126. For gratuities and damages,	943 95	
127. For taxes and insurance, [\$8,231.05; U. S. revenue taxes, \$8,213 44,]	16,444 49	
128. For ferries,	None.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	} Included in No. 98.	
130. For renewals of iron, including laying down,		
131. For new iron laid down, deducting the value of old iron taken up,		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [Taunton Branch Railroad, and Old Colony and Newport Railway Company,]	76,075 95	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	-	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	5,031 74	
135. Total miscellaneous,		\$137,878 12
136. Total expenditures for working the road,		\$187,775 00
137. Total amount of interest paid during the year, [on bonds,]		11,265 00
		<u>\$199,040 00</u>
INCOME DURING THE YEAR.		
138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company,	\$21,837 78	
2. To and from other roads, specifying what, [Taunton Branch Railroad, and Old Colony and Newport Railway Company,]	133,041 60	
139. For <i>Freight</i> :—		
1. On main road and branches owned by Co.,	7,131 05	
2. To and from other connecting roads,	90,766 12	
140. U. S. mails,	3,300 00	
141. Rents, [\$69.00; interest, \$228.45; earnings Fairhaven Branch, \$2,733.69,]	3,031 14	
142. Total income,		259,107 69
143. Net earnings, after deducting expenses,		<u>\$60,067 69</u>
DIVIDENDS.		
144. 9 per cent. Total,		\$45,000 00
145. Surplus not divided,	\$15,067 69	

146. Surplus last year,	\$84,437 69	
147. Total surplus,		\$99,505 38
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:		
148. Of road and bridges,	} Nothing.	
149. Buildings,		
150. Engines and cars,		
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the corpora- tion, per last report,	} Nothing.	
152. Mortgage debt paid since last report,		
153. Increase of mortgage debt since last report,		
154. Present amount of mortgage debts,		
155. Number of mortgages on road and franchise, or any property of the corporation,		

FAIRHAVEN BRANCH RAILROAD.

COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$71,710 09	
19. For graduation and masonry paid during the past year,	None.	
20. Total am't expended for graduation and masonry,		\$71,710 09
21. For wooden bridges, per last report,	1,073 80	
22. For wooden bridges paid during the past year,	None.	
23. Total amount expended for wooden bridges,		1,073 80
24. Total amount expended for iron bridges (if any,)	None.	
25. For superstructure, including iron, per last report,	87,294 12	
26. For superstructure, including iron, paid [depreciation of,] during the past year,	5,000 00	
27. Total amount expended for superstructure, including iron,		82,294 12
28. For stations, buildings and fixtures, per last report,	19,052 28	
29. For stations, buildings and fixtures paid [depreciation of,] during the past year,	3,000 00	
30. Total amount expended for stations, buildings and fixtures,		16,052 28
31. For land, land-damages and fences, per last report,	17,307 00	
32. For land, land-damages and fences paid during the past year,	None.	
33. Total amount expended for land, land-damages, and fences,		17,307 00
34. For locomotives, per last report,	11,150 00	
35. For locomotives paid [depreciation of,] during the past year,	1,150 00	
36. Total amount expended for locomotives,		10,000 00
37. For passenger and baggage cars, per last report,	7,350 00	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		7,350 00
40. For merchandise cars, per last report,	4,825 00	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,		4,825 00
43. For engineering, per last report,	5,128 12	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		5,128 12
46. For agencies and other expenses, per last report,	18,919 21	

47. For agencies and other expenses paid during the past year,	None.
48. Total amount expended for agencies and other expenses,	\$18,919 21
49. Total cost of road and equipment,	\$234,659 62
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	-
[Ferry boat and slips,]	\$14,881 89
[Two wharves,]	8,207 49
[Real estate,]	2,251 00
	<u>25,340 38</u>

\$260,000 00

CHARACTERISTICS OF ROAD.

51. Length of road,	15 11-100 miles.
52. Length of single main track,	15 11-100 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	68-100 miles.
56. Weight of rail, per yard, in main road,	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	24 24-100 ft. in 1 26-100 mls.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	52½ feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	1,920 feet in 1,801 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	206° 55'
65. Total degrees of curvature in branch roads,	-
66. Total length of straight line in main road,	12 56-100 miles.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	None.
69. Aggregate length of all other wooden bridges,	110 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	22
73. Number of railroads crossed at grade,	None.
74. Remarks,	None.
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	2
77. Flag stations,	None.
78. Whole number of way stations,	2
79. Whole number of flag stations,	None.

DOINGS DURING THE YEAR.

80. Miles run by passenger trains,	19,940
81. Miles run by freight trains,	9,970
82. Miles run by other trains,	None.
83. Total miles run,	29,910
84. Number of passengers carried in the cars,	70,979
85. Number of passengers carried one mile,	840,139
86. Number of tons of merchandise carried in the cars,	13,742
87. Number of tons of merchandise carried one mile,	203,816
88. Number of passengers carried one mile, to and from other roads,	599,239

89. Number of tons carried one mile, to and from other roads,	194,646	
90. Rate of speed adopted for express passenger trains, including stops,	None.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	None.	
92. Rate of speed adopted for accommodation trains,	26 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	26 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	None.	
95. Average rate of speed adopted for freight trains, including stops,	15 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	557,551	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	200,000	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$10,946 39	
99. For repairs of wooden bridges,	-	-
100. For wages of switchmen, average per month,	\$37 00	} Total, 943 22
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month,		
103. For wages of watchmen, average per month,	37 00	
104. Number of men employed, exclusive of those engaged in construction,	81	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	None.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	Included in No. 98.	
107. Total for maintenance of way,	\$11,889 61	
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	\$3,869 18	
109. For new locomotives, to cover depreciation,	None.	
110. For repairs of passenger cars,	3,118 08	
111. For new passenger cars to cover depreciation,	None.	
112. For repairs of merchandise cars,	1,537 12	
113. For new merchandise cars to cover depreciation,	3,000 00	
114. For repairs of gravel and other cars,	None.	
115. Total for maintenance of motive power and cars,	\$11,524 38	
116. Number of engines,	2	
117. Number of passenger cars,	5	
118. Number of baggage cars,	2	
119. Number of merchandise cars,	34	
120. Number of gravel cars,	10	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 770. Cost of the same,	\$3,849 33	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) none. Cost of same,	-	-
122. For oil used by cars and engines,	} 1,026 98	
123. For waste and other material for cleaning,		

124. For salaries, wages, and incidental expenses, chargeable to passenger department, . . .	\$5,249 08	
125. For salaries, wages, and incidental expenses, chargeable to freight department, . . .	3,519 75	
126. For gratuities and damages, . . .	823 64	
127. For taxes and insurance, . . .	362 04	
128. For ferries, . . .	8,489 61	
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . .	} Included in No. 98.	
130. For renewals of iron, including laying down, . . .		
131. For new iron laid down, deducting the value of old iron taken up, . . .		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [Cape Cod Railroad Company,] . . .	-	-
	31,525 41	
133. For amount paid other companies as rent for use of their roads, specifying each company, . . .	None.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .	15,762 73	
135. Total miscellaneous, . . .		\$70,608 57
136. Total expenditures for working the road, . . .		\$94,022 56
137. Total amount of interest paid during the year, . . .	-	-
INCOME DURING THE YEAR.		
138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company, . . .	\$9,787 75	
2. To and from other roads, specifying what, [Cape Cod Railroad Company,] . . .	48,608 48	
139. For <i>Freight</i> :—		
1. On main road, and branches owned by Co., . . .	1,182 35	
2. To and from other connecting roads, . . .	30,203 81	
140. U. S. mails, . . .	2,196 86	
141. Rents, [ferry,] . . .	4,827 00	
142. Total income, . . .		96,756 25
143. Net earnings, after deducting expenses, . . .		\$2,733 69
DIVIDENDS.		
144. per cent. Total, . . .	} Included in New Bedford and Taunton Railroad.	
145. Surplus not divided, . . .		
146. Surplus last year, . . .		
147. Total surplus, . . .		
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—		
148. Of road and bridges, [ferry and wharves,] . . .	\$10,776 00	
149. Buildings, . . .	3,000 00	
150. Engines and cars, . . .	1,150 00	
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, . . .	} Nothing.	
152. Mortgage debt paid since last report, . . .		
153. Increase of mortgage debt since last report, . . .		
154. Present amount of mortgage debts, . . .		
155. Number of mortgages on road and franchise, or any property of the corporation, . . .		

ACCIDENTS.

May 19, 1866.—William Mellen was fatally injured while coupling an engine to the cars, at the station in New Bedford.

June 15, 1866.—William S. Parmenter, about six years old, was struck by the train and fatally injured, while playing upon the track near Taunton station.

JOSEPH GRINNELL,

T. MANDELL,

D. R. GREENE,

WARD M. PARKER,

TH. S. HATHAWAY,

GEO. HOWLAND, JR.,

Directors of the New Bedford and Taunton Railroad Corporation.

BRISTOL, ss. December 26, 1866. Then personally appeared Joseph Grinnell and George Howland, Jr., who severally affirmed, and Thomas Mandell, Thomas S. Hathaway, Ward M. Parker and David R. Greene, who severally made oath to the truth of the foregoing statement by them subscribed.

Before

ANDW. G. PIERCE, *Justice of the Peace.*

REPORT

OF THE

NEWBURYPORT RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$430,000 00
2. Number of shares of capital stock issued,	1,807	
3. Increase of capital, since last report,	-	-
4. Capital paid in, per last report,	220,340 02	
5. Capital paid in, since last report,	-	-
6. Total amount of capital stock paid in,		220,340 02
7. Funded debt, per last report,	234,900 00	
8. Funded debt, paid since last report,	-	-
9. Funded debt, increase of, since last report,	-	-
10. Total present amount of funded debt, [bonds,]		234,900 00
11. Floating debt, per last report,	140,902 19	
12. Floating debt, paid since last report,	-	-
13. Floating debt, increase of, since last report,	-	-
14. Total present amount of floating debt, [for which 210,900 bonds have been pledged,]		140,902 19
15. Total present amount of funded and floating debt,		375,802 19
16. Average rate of interest per annum, paid during the year,	-	-
17. Maximum amount of debts during the year,	590,902 19	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$197,653 98 .	
19. For graduation and masonry, paid during the past year,	-	-
20. Total am't expended for graduation and masonry,		197,653 98
21. For wooden bridges, per last report,	} The bridges are so unim- portant that no separate account of their cost has been kept, but is in- cluded above.	
22. For wooden bridges, paid during the past year,		
23. Total amount expended for wooden bridges,		
24. Total amount expended for iron bridges, (if any,)	Not any.	
25. For superstructure, including iron, per last report,	176,065 02	
26. For superstructure, including iron, paid during the past year,	-	-
27. Total amount expended for superstructure, in- cluding iron,		176,065 02
28. For stations, buildings and fixtures, per last report,	31,701 57	
29. For stations, buildings and fixtures, paid during the past year,	-	-
30. Total amount expended for stations, buildings and fixtures,		31,701 57
31. For land, land-damages and fences, per last report,	86,983 89	
32. For land, land-damages and fences, paid during the past year,	-	-

33. Total amount expended for land, land-damages and fences,		\$86,983 89
34. For locomotives, per last report,	}	
35. For locomotives, paid during the past year,		
36. Total amount expended for locomotives,		
37. For passenger and baggage cars, per last report,		
38. For passenger and baggage cars, paid during the past year,		Sold to Boston and Maine Railroad, under arrangement of lease of road.
39. Total amount expended for passenger and baggage cars,		
40. For merchandise cars, per last report,	}	
41. For merchandise cars, paid during the past year,		
42. Total amount expended for merchandise cars,		
43. For engineering, per last report,		\$13,205 32
44. For engineering, paid during the past year,		-
45. Total amount expended for engineering,		13,205 32
46. For agencies and other expenses, per last report,		91,776 55
47. For agencies and other expenses, paid during the past year,		-
48. Total amount expended for agencies and other expenses,		91,776 55
49. Total cost of road and equipment,		597,386 33
50. Amount of assets or property held by the corporation, in addition to the cost of the road,		Nothing.

CHARACTERISTICS OF ROAD.

51. Length of road,	26 miles, 5,168 feet.
52. Length of single main track,	26 miles, 5,168 feet.
53. Length of double main track,	-
54. Length of branches owned by the company, stating whether they have a single or double track,	-
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	12,646 feet.
56. Weight of rail, per yard, in main road,	50 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	55 feet for 3,000 feet.
59. Maximum grade, with its length, in branch roads,	-
60. Total rise and fall in main road,	430 feet.
61. Total rise and fall in branch roads,	-
62. Shortest radius of curvature, with length of curve, in main road,	} 695 ft. curve; length, 1,100 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	
64. Total degrees of curvature, in main road,	790°
65. Total degrees of curvature, in branch roads,	-
66. Total length of straight line, in main road,	20 miles, 1,172 feet.
67. Total length of straight line, in branches,	-
68. Aggregate length of wooden truss bridges,	-
69. Aggregate length of all other wooden bridges,	415 feet.
70. Aggregate length of iron bridges,	-
71. Whole length of road unfenced on both sides,	-
72. Number of public ways crossed at grade,	33
73. Number of railroads crossed at grade,	1
74. Remarks,	-
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	8
77. Flag stations,	3
78. Whole number of way stations,	8
79. Whole number of flag stations,	3

DOINGS DURING THE YEAR.

80. Miles run by passenger trains,	} See Note.
81. Miles run by freight trains,	
82. Miles run by other trains,	
83. Total miles run,	
84. Number of passengers carried in the cars,	
85. Number of passengers carried one mile,	
86. Number of tons of merchandise carried in the cars,	
87. Number of tons of merchandise carried one mile,	
88. Number of passengers carried one mile, to and from other roads,	
89. Number of tons carried one mile, to and from other roads,	
90. Rate of speed adopted for express passenger trains, including stops,	} Same as on Boston and Maine Railroad.
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	
92. Rate of speed adopted for accommodation trains,	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	
94. Average rate of speed actually attained by special trains, including stops and detentions,	
95. Average rate of speed adopted for freight trains, including stops,	} See Note.
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	

EXPENDITURES FOR WORKING THE ROAD.
[See Note.]

MOTIVE POWER AND CARS.

108. For repairs of locomotives,	} See Note.
109. For new locomotives, to cover depreciation,	
110. For repairs of passenger cars,	
111. For new passenger cars, to cover depreciation,	
112. For repairs of merchandise cars,	
113. For new merchandise cars, to cover depreciation,	} None.
114. For repairs of gravel and other cars,	
115. Total for maintenance of motive power and cars,	
116. Number of engines,	
117. Number of passenger cars,	
118. Number of baggage cars,	None.
119. Number of merchandise cars,	None.
120. Number of gravel cars,	None.

MISCELLANEOUS.
[See Note.]INCOME DURING THE YEAR.
[See Note.]

DIVIDENDS.

144. per cent. Total,	} Nothing.
145. Surplus not divided,	
146. Surplus last year,	
147. Total surplus,	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—	
148. Of road and bridges,	} Nothing.
149. Buildings, -	
150. Engines and cars,	
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corpora- tion, per last report,	} The bonds, amounting to \$450,000.00, are secured by mortgages.
152. Mortgage debt paid since last report,	
153. Increase of mortgage debts since last report,	
154. Present amount of mortgage debts,	Nothing.
155. Number of mortgages on road and franchise, or any property of the Corporation,	Nothing. \$450,000 00 - -

NOTE.—This road is leased to Boston and Maine Railroad, and its doings during the year and its income and expenditures, are included in the report of that road, its business being so intimately connected that separate accounts have not been kept.

FRANCIS COGSWELL,
PETER T. HOMER,
NATH'L G. WHITE,
E. J. M. HALE,
GEORGE C. LORD,
AMOS PAUL,
JOHN E. BICKFORD,
Newburyport Railroad, by Directors of the Boston and Maine Railroad.

SUFFOLK, ss. December 29, 1866. Then personally appeared Francis Cogswell, Peter T. Homer, Nath'l G. White, E. J. M. Hale, George C. Lord, Amos Paul, and John E. Bickford, and severally made oath to the truth of the foregoing statement by them subscribed.
Before JAMES C. MERRILL, *Justice of the Peace.*

REPORT
OF THE
NEW LONDON NORTHERN RAILROAD CORPORATION,
FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,	{ \$750,000 00 1st class.	
	{ 145,000 00 2d class.	
2. Number of shares of capital stock issued,	{ 7,500 00 1st class.	
	{ 1,450 00 2d class.	
3. Increase of capital since last report,	{ 80,195 00 1st class.	
	{ 145,000 00 2d class.	
4. Capital paid in, per last report,	669,805 00	
5. Capital paid in since last report,	{ 80,195 00 1st class.	
	{ 145,000 00 2d class.	
6. Total amount of capital stock paid in,		\$895,000 00
7. Funded debt, per last report,	114,400 00	
8. Funded debt paid since last report,	103,617 17	
9. Funded debt, increase of, since last report,	342,500 00	
10. Total present amount of funded debt,		353,282 83
11. Floating debt, per last report,	25,000 00	
12. Floating debt paid since last report,		
13. Floating debt, increase of, since last report,	97,500 00	
14. Total present amount of floating debt,		122,500 00
15. Total present amount of funded and floating debt,		475,782 83
16. Average rate of interest per annum paid during the year,	7 per cent.	
17. Maximum amount of debts during the year,	-	-
COST OF ROAD AND EQUIPMENT.*		
18. For graduation and masonry, per last report,	-	
19. For graduation and masonry paid during the past year,	-	
20. Total amount expended for graduation and masonry,	-	-
21. For wooden bridges, per last report,	-	-
22. For wooden bridges paid during the past year,	-	-
23. Total amount expended for wooden bridges,	-	-
24. Total amount expended for iron bridges, (if any,)	-	-
25. For Superstructure, including iron, per last report,	-	-

* This Company was organized and chartered to facilitate the holders of the first mortgage bonds of the New London, Willimantic and Palmer Railroad Corporation, in managing and working the road, which, by virtue of foreclosure, had fallen into their hands. The total cost of the road and equipment, from Palmer to New London, to the present company, is represented by capital stock, \$892,152.00. On the 1st day of March, 1864, in conformity with the legislative action of the State of Massachusetts, the New London Northern Railroad Company consummated the purchase of the Amherst, Belchertown and Palmer Railroad Company, from Palmer to Amherst, paying therefor five hundred and sixty-seven shares of their stock, and making the whole cost of the road and equipment from New London to Amherst, \$668,805.00.

26. For superstructure, including iron, paid during the past year,	-	-
27. Total amount expended for superstructure, including iron,	-	-
28. For stations, buildings and fixtures, per last report,	-	-
29. For stations, buildings and fixtures paid during the past year,	-	-
30. Total amount expended for stations, buildings and fixtures,	-	-
31. For land, land-damages and fences, per last report,	-	-
32. For land, land-damages and fences paid during the past year,	-	-
33. Total amount expended for land, land-damages, and fences,	-	-
34. For locomotives, per last report,	-	-
35. For locomotives paid during the past year,	\$34,736	54
36. Total amount expended for locomotives,	-	-
37. For passenger and baggage cars, per last report,	-	-
38. For passenger and baggage cars paid during the past year,	-	-
39. Total amount expended for passenger and baggage cars,	-	-
40. For merchandise cars, per last report,	-	-
41. For merchandise cars paid during the past year,	35,000	00
42. Total amount expended for merchandise cars,	-	-
43. For engineering, per last report,	-	-
44. For engineering paid during the past year,	-	-
45. Total amount expended for engineering,	-	-
46. For agencies and other expenses, per last report,	-	-
47. For agencies and other expenses, paid during the past year,	-	-
48. Total amount expended for agencies and other expenses,	-	-
49. Total cost of road and equipment,	-	-
50. Amount of assets or property held by the corporation in addition to the cost of the road,	-	-
[Extension north of Amherst, Mass.,]	330,682	66
[Purchase of wood lands,]	14,650	00
[Real estate,]	12,331	00
CHARACTERISTICS OF ROAD.		
51. Length of road,	100 miles.	
52. Length of single main track,	100 miles.	
53. Length of double main track,	-	-
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches,*	-	-
56. Weight of rail, per yard, in main road,	51 to 57 lbs.	
57. Weight of rail, per yard, in branch roads (specify the different weights per yard,)	-	-
58. Maximum grade, with its length, in main road,	66 feet for 2,000 feet.	
59. Maximum grade, with its length, in branch roads,	-	-
60. Total rise and fall in main road,*	-	-
61. Total rise and fall in branch roads,*	-	-
62. Shortest radius of curvature, with length of curve, in main road,	293 feet, 400 feet.	
63. Shortest radius of curvature, with length of curve, in branch roads,	-	-

* Cannot be replied to, in consequence of the non-completion of reports from the work on extension of road from Amherst to Grout's.

64. Total degrees of curvature in main road,*	-	-
65. Total degrees of curvature in branch roads,	-	-
66. Total length of straight line in main road,*	-	-
67. Total length of straight line in branches,	-	-
68. Aggregate length of wooden truss bridges,*	-	-
69. Aggregate length of all other wooden bridges,*	-	-
70. Aggregate length of iron bridges,	-	-
71. Whole length of road unfenced on both sides,*	-	-
72. Number of public ways crossed at grade,	20	
73. Number of railroads crossed at grade,	2	
74. Remarks,	-	-
75. Way stations for express trains,	-	-
76. Way stations for accommodation trains,	23	
77. Flag stations,	15	
78. Whole number of way stations,	23	
79. Whole number of flag stations,	15	
DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,	144,217	
81. Miles run by freight trains,	54,532	
82. Miles run by other trains, [and Norwich and Worcester pass'r, 8,138 : freight, 16,278	30,096	
83. Total miles run,		228,845
84. Number of passengers carried in the cars, [Norwich and Worcester Railroad, 61,182,]	302,220	
85. Number of passengers carried one mile,	4,670,849	
86. Number of tons of merchandise carried in the cars, [Norwich and Worcester Railroad, 58,617,]	125,692	
87. Number of tons of merchandise carried one mile,	7,440,876	
88. Number of passengers carried one mile to and from other roads, [Norwich and Worcester R.R.]	795,366	
89. Number of tons carried one mile to and from other roads, [Norwich and Worcester R. R.,]	761,021	
90. Rate of speed adopted for express passenger trains, including stops,	25 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	30 miles per hour.	
92. Rate of speed adopted for accommodation trains,	22 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	-	-
95. Average rate of speed adopted for freight trains, including stops,	12 miles per hour.	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	-	-
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	-	-
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	\$52,096 15	
99. For repairs of wooden bridges,	6,798 11	
100. For wages of switchmen, average per month, \$39 00	} Total	\$6,000 61
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month,		
103. For wages of watchmen, average per month, 39 00		

* Cannot be replied to, in consequence of the non-completion of reports from the work on extension of road from Amherst to Grout's.

104. Number of men employed, exclusive of those engaged in construction,	150	
105. For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,)	564 94	
106. For repairs of fences, gates, houses for signalmen, gate-keepers, switchmen, tool-houses,	8,748 18	
107. Total for maintenance of way,		\$74,197 99
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	\$17,292 59	
109. For new locomotives, to cover depreciation,	—	—
110. For repairs of passenger cars,	7,589 36	—
111. For new passenger cars, to cover depreciation,	—	—
112. For repairs of merchandise cars,	12,558 33	—
113. For new merchandise cars, to cover depreciation,	—	—
114. For repairs of gravel and other cars,	1 17	
115. Total for maintenance of motive power and cars,		\$37,441 45
116. Number of engines,	14	
117. Number of passenger cars,	10	
118. Number of baggage cars,	6	
119. Number of merchandise cars,	150 ; 149 8-wh., 2 4-wh.	
120. Number of gravel cars,	—	—
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, Cost of the same,	\$15,829 24	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,	—	—
122. For oil used by cars and engines,	2,508 58	
123. For waste and other material for cleaning,	754 11	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	17,211 99	
125. For salaries, wages and incidental expenses, chargeable to freight department,	20,766 35	
126. For gratuities and damages,	41,366 94	
127. For taxes and insurance,	24,615 52	
128. For ferries,	—	—
129. For repairs of station buildings, aqueducts, fixtures, furniture,	8,748 52	
130. For renewals of iron, including laying down,	—	
131. For new iron laid down, deducting the value of old iron taken up,	15,859 72	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	—	—
133. For amount paid other companies, as rent for use of their roads, specifying each company, [city of New London, lands,]	3,000 00	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	12,205 82	
135. Total miscellaneous,		\$162,866 79
136. Total expenditures for working the road,		274,506 23
137. Total amount of interest paid during the year,		4,797 84
INCOME DURING THE YEAR.		
138. For Passengers :—		
1. On main road, including branches owned by company,	\$145,330 63	
2. To and from other roads, specifying what, [Norwich and Worcester Railroad,]	5,999 05	

139. <i>For Freight :—</i>			
1.	On main road and branches owned by Co., .	\$155,640 64	
2.	To and from other connecting roads, [Nor-		
	wish and Worcester Railroad,]	6,447 87	
140.	U. S. mails, [and expresses,]	9,835 00	
141.	Rents,	9,317 03	
142.	Total income,		\$332,570 22
143.	Net earnings, after deducting expenses,		58,063 99
DIVIDENDS.			
144.	8 per cent. Total,	\$56,000 00	
145.	Surplus not divided,	—	
146.	Surplus last year,	—	—
147.	Total surplus,	—	—
ESTIMATED DEPRECIATION BEYOND THE RENEWALS,			
VIZ. :—			
148.	Of road and bridges,	} None.	
149.	Buildings,		
150.	Engines and cars,		
MORTGAGE DEBTS.			
151.	Amount of debts secured by mortgage of road		
	and franchise, or any property of the Corpora-		
	tion, per last report,	\$114,400 00	
152.	Mortgage debt paid since last report,	103,617 17	
153.	Increase of mortgage debt since last report,	242,500 00	
154.	Present amount of mortgage debts,	253,282 83	
155.	Number of mortgages on road and franchise, or		
	any property of the Corporation,	Two.	

A. N. RAMSDELL,
F. B. LOOMIS,
W. W. BILLINGS,
HENRY P. HAVEN,
ROB. COIT,
WM. H. BARNES,
Directors of the New London Northern Railroad Corporation.

STATE OF CONNECTICUT.

COUNTY AND CITY OF NEW LONDON, ss. December 31, 1866. Then personally
appeared A. N. Ramsdell, F. B. Loomis, W. W. Billings, Henry P. Haven, Rob.
Coit and Wm. H. Barnes, and severally made oath to the truth of the foregoing state-
ment by them subscribed.

Before me,

ROB. COIT, JR., *Justice of the Peace.*

REPORT

OF THE [TRUSTEES OF THE]

NORFOLK COUNTY RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,
2. Number of shares of capital stock issued,
3. Increase of capital since last report,
4. Capital paid in, per last report,
5. Capital paid in since last report,
6. Total amount of capital stock paid in,
7. Funded debt, per last report,
8. Funded debt paid since last report,
9. Funded debt, increase of, since last report,
10. Total present amount of funded debt,
11. Floating debt, per last report,
12. Floating debt paid since last report,
13. Floating debt, increase of, since last report,
14. Total present amount of floating debt,
15. Total present amount of funded and floating debt,
16. Average rate of interest per annum paid during the year,
17. Maximum amount of debts during the year,

COST OF ROAD AND EQUIPMENT.

18. For graduation and masonry per last report,
19. For graduation and masonry, paid during the past year,
20. Total amount expended for graduation and masonry,
21. For wooden bridges, per last report,
22. For wooden bridges paid during the past year,
23. Total amount expended for wooden bridges,
24. Total amount expended for iron bridges, (if any,)
25. For superstructure, including iron, per last report,
26. For superstructure, including iron paid during the past year,
27. Total amount expended for superstructure, including iron,
28. For stations, buildings and fixtures, per last report,
29. For stations, buildings and fixtures paid during the past year,
30. Total amount expended for stations, buildings and fixtures,
31. For land, land-damages and fences, per last report,
32. For land, land-damages and fences paid during the past year,

These questions are not answered because the Trustees have not the books and papers of the Corporation, and have no means of answering them.

33. Total amount expended for land, land-damages and fences,
34. For locomotives, per last report,
35. For locomotives paid during the past year,
36. Total amount expended for locomotives,
37. For passenger and baggage cars, per last report,
38. For passenger and baggage cars paid during the past year,
39. Total amount expended for passenger and baggage cars,
40. For merchandise cars, per last report,
41. For merchandise cars paid during the past year,
42. Total amount expended for merchandise cars,
43. For engineering, per last report,
44. For engineering paid during the past year,
45. Total amount expended for engineering,
46. For agencies and other expenses, per last report,
47. For agencies and other expenses, paid during the past year,
48. Total amount expended for agencies and other expenses,
49. Total cost of road and equipment,
50. Amount of assets or property held by the corporation, in addition to the cost of the road,

These questions are not answered because the Trustees have not the books and papers of the Corporation, and have no means of answering them.

CHARACTERISTICS OF ROAD.

51. Length of road, { 25 965-1,000 miles, or 137,100 feet.
52. Length of single main track, 136,100 feet.
53. Length of double main track, None.
54. Length of branches owned by the Company, stating whether they have a single or double track, None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, 9,802 feet.
56. Weight of rail, per yard, in main road, 50 to 63 lbs. per yard.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) None.
58. Maximum grade, with its length, in main road, 35 376-1,000 feet per mile.
59. Maximum grade, with its length, in branch roads, None.
60. Total rise and fall in main road, { 694 feet; 410 feet rise, 284 feet fall.
61. Total rise and fall in branch roads, None.
62. Shortest radius of curvature, with length of curve, in main road, { 2° 45'; 2,084 radius; 1,500 feet long.
63. Shortest radius of curvature, with length of curve, in branch roads, None.
64. Total degrees of curvature in main road, 252°
65. Total degrees of curvature in branch roads, None.
66. Total length of straight line in main road, { 111,600 feet, or 21 miles, 43 rods, 10½ feet.
67. Total length of straight line in branches, None.
68. Aggregate length of wooden truss bridges, 1,575 feet.
69. Aggregate length of all other wooden bridges, 133 feet.
70. Aggregate length of iron bridges, 57 feet.
71. Whole length of road unfenced on both sides, -
72. Number of public ways crossed at grade, 16
73. Number of railroads crossed at grade, None.
74. Remarks, -
75. Way stations for express trains, 6
76. Way stations for accommodation trains, 11
77. Flag stations, 2

78. Whole number of way stations,	12	
79. Whole number of flag stations,	2	
DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,	38,812	
81. Miles run by freight trains,	16,276	
82. Miles run by other trains,	None.	
83. Total miles run,		55,088
84. Number of passenger carried in the cars,	160,109	
85. Number of passengers carried one mile,	1,407,007	
86. Number of tons of merchandise carried in the cars,	35,429	
87. Number of tons of merchandise carried one mile,	1,488,018	
88. Number of passengers carried one mile, to and from other roads,	1,691,017	
89. Number of tons carried one mile, to and from other roads,	508,003	
90. Rate of speed adopted for express passenger trains, including stops,	25 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	25 miles per hour.	
92. Rate of speed adopted for accommodation trains,	18 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	18 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	None.	
95. Average rate of speed adopted for freight trains, including stops,	9 miles per hour.	
96. Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile,	1,220,520 tons.	
97. Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile,	868,804 tons.	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$18,318 58	
99. For repairs of wooden bridges,	4,656 17	
100. For wages of switchmen, average per month, \$	Total, 1,269 00	
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month,		
103. For wages of watchmen, average per month,		
104. Number of men employed, exclusive of those engaged in construction,	64	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	Nothing.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	3,366 22	
107. Total for maintenance of way,		\$27,609 97
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	\$4,653 13	
109. For new locomotives, to cover depreciation,	None.	
110. For repairs of passenger cars,	1,305 06	
111. For new passenger cars, to cover depreciation,	None.	
112. For repairs of merchandise cars,	3,103 55	
113. For new merchandise cars, to cover depreciation,	None.	
114. For repairs of gravel and other cars,	Nothing.	
115. Total for maintenance of motive power and cars,		\$9,061 74

33. Total amount expended for land, land-damages and fences,
34. For locomotives, per last report,
35. For locomotives paid during the past year,
36. Total amount expended for locomotives,
37. For passenger and baggage cars, per last report,
38. For passenger and baggage cars paid during the past year,
39. Total amount expended for passenger and baggage cars,
40. For merchandise cars, per last report,
41. For merchandise cars paid during the past year,
42. Total amount expended for merchandise cars,
43. For engineering, per last report,
44. For engineering paid during the past year,
45. Total amount expended for engineering,
46. For agencies and other expenses, per last report,
47. For agencies and other expenses, paid during the past year,
48. Total amount expended for agencies and other expenses,
49. Total cost of road and equipment,
50. Amount of assets or property held by the corporation, in addition to the cost of the road,

These questions are not answered because the Trustees have not the books and papers of the Corporation, and have no means of answering them.

CHARACTERISTICS OF ROAD.

51. Length of road, { 25 965-1,000 miles, or 137,100 feet.
52. Length of single main track, 136,100 feet.
53. Length of double main track, None.
54. Length of branches owned by the Company, stating whether they have a single or double track, None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches, 9,802 feet.
56. Weight of rail, per yard, in main road, 50 to 63 lbs. per yard.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) None.
58. Maximum grade, with its length, in main road, 35 376-1,000 feet per mile.
59. Maximum grade, with its length, in branch roads, None.
60. Total rise and fall in main road, { 694 feet; 410 feet rise, 284 feet fall.
61. Total rise and fall in branch roads, None.
62. Shortest radius of curvature, with length of curve, in main road, { 2° 45'; 2,084 radius; 1,500 feet long.
63. Shortest radius of curvature, with length of curve, in branch roads, None.
64. Total degrees of curvature in main road, 252°
65. Total degrees of curvature in branch roads, None.
66. Total length of straight line in main road, { 111,600 feet, or 21 miles, 43 rods, 10½ feet.
67. Total length of straight line in branches, None.
68. Aggregate length of wooden truss bridges, 1,575 feet.
69. Aggregate length of all other wooden bridges, 133 feet.
70. Aggregate length of iron bridges, 57 feet.
71. Whole length of road unfenced on both sides, -
72. Number of public ways crossed at grade, 16
73. Number of railroads crossed at grade, None.
74. Remarks, -
75. Way stations for express trains, 6
76. Way stations for accommodation trains, 11
77. Flag stations, 2

78. Whole number of way stations,	12	
79. Whole number of flag stations,	2	
DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,	38,812	
81. Miles run by freight trains,	16,276	
82. Miles run by other trains,	None.	
83. Total miles run,		55,088
84. Number of passenger carried in the cars, . . .	160,109	
85. Number of passengers carried one mile, . . .	1,407,007	
86. Number of tons of merchandise carried in the cars, . . .	35,429	
87. Number of tons of merchandise carried one mile, . . .	1,488,018	
88. Number of passengers carried one mile, to and from other roads,	1,691,017	
89. Number of tons carried one mile, to and from other roads,	508,003	
90. Rate of speed adopted for express passenger trains, including stops,	25 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	25 miles per hour.	
92. Rate of speed adopted for accommodation trains,	18 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	18 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	None.	
95. Average rate of speed adopted for freight trains, including stops,	9 miles per hour.	
96. Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile,	1,220,520 tons.	
97. Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile,	868,804 tons.	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$18,318 58	
99. For repairs of wooden bridges,	4,656 17	
100. For wages of switchmen, average per month,	Total, 1,269 00	
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month,		
103. For wages of watchmen, average per month,		
104. Number of men employed, exclusive of those engaged in construction,	64	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	Nothing.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	3,366 22	
107. Total for maintenance of way,		\$27,609 97
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	\$4,653 13	
109. For new locomotives, to cover depreciation,	None.	
110. For repairs of passenger cars,	1,305 06	
111. For new passenger cars, to cover depreciation,	None.	
112. For repairs of merchandise cars,	3,103 55	
113. For new merchandise cars, to cover depreciation,	None.	
114. For repairs of gravel and other cars,	Nothing.	
115. Total for maintenance of motive power and cars,		\$9,061 74

116. Number of engines,	3
117. Number of passenger cars,	5
118. Number of baggage cars,	1
119. Number of merchandise cars,	56
120. Number of gravel cars,	2

MISCELLANEOUS.

121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, 137. Cost of the same,	\$688 75	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 908. Cost of same,	5,233 71	
122. For oil used by cars and engines,	912 39	
123. For waste and other material for cleaning,	303 44	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	6,938 27	
125. For salaries, wages and incidental expenses, chargeable to freight department,	5,694 43	
126. For gratuities and damages,	32,308 42	
127. For taxes and insurance,	2,535 90	
128. For ferries,	Nothing.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	1,726 59	
130. For renewals of iron, including laying down,	—	—
131. For new iron laid down, deducting the value of old iron taken up,	610 70	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [Boston and Providence Railroad Company,]	24,662 50	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	Nothing.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	8,916 44	
135. Total miscellaneous,		\$65,869 04
136. Total expenditures for working the road,		102,540 75
137. Total amount of interest paid during the year,	Nothing.	

INCOME DURING THE YEAR.

138. For Passengers:—		
1. On main road, including branches owned by company,	\$51,716 53	
2. To and from other roads, specifying what,	—	—
139. For Freight:—		
1. On main road and branches owned by company,	43,759 73	
2. To and from other connecting roads,	—	—
140. U. S. mails,	2,719 01	
141. Rents, [for express,]	2,250 00	
142. Total income,		\$100,445 27
143. Net earnings, after deducting expenses,	None.	

DIVIDENDS.

144. per cent. Total,	Nothing.
145. Surplus not divided,	\$35,047 14
146. Surplus last year,	37,142 62
147. Total surplus,	35,047 14

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,					
VIZ. :—					
148.	Of road and bridges,	.	.	.	Nothing.
149.	Buildings,	.	.	.	Nothing.
150.	Engines and cars,	.	.	.	Nothing.
MORTGAGE DEBTS.					
151.	Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,*	.	.	.	-
152.	Mortgage debt, paid since last report,	.	.	.	Nothing.
153.	Increase of mortgage debt, since last report,	.	.	.	None.
154.	Present amount of mortgage debts,*	.	.	.	-
155.	Number of mortgages on road and franchise, or any property of the corporation,*	.	.	.	-

* These questions are not answered because the Trustees have not the books and papers of the Corporation, and have no means of answering them.

ISAAC DAVIS,
J. W. CONVERSE,
Trustees of the Bondholders of the Norfolk County Railroad Corporation.

SUFFOLK, ss. December 29, 1866. Then personally appeared Isaac Davis and James W. Converse, and severally made oath to the truth of the foregoing statement by them subscribed.

Before CHAS. THEO. RUSSELL, *Justice of the Peace.*

REPORT

OF THE

NORWICH AND WORCESTER RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$2,825,000 00
2. Number of shares of capital stock issued,	23,636	
3. Increase of capital since last report,	—	—
4. Capital paid in, per last report,	\$2,363,600 00	
5. Capital paid in since last report,	—	—
6. Total amount of capital stock paid in,		2,363,600 00
7. Funded debt, per last report,	580,000 00	
8. Funded debt paid since last report,	25,000 00	
9. Funded debt, increase of, since last report,	—	—
10. Total present amount of funded debt,		555,000 00
11. Floating debt, per last report,	9,261 97	
12. Floating debt paid since last report,	3,149 39	
13. Floating debt, increase of, since last report,	—	—
14. Total present amount of floating debt,		6,112 58
15. Total present amount of funded and floating debt,		561,112 58
16. Average rate of interest per annum, paid during the year,	5 15-16 per cent.	
17. Maximum amount of debts during the year,	604,737 86	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report,	\$614,529 92	
19. For graduation and masonry paid during the past year,	—	—
20. Total amount expended for graduation and masonry,		\$614,529 92
21. For wooden bridges, per last report,	32,750 59	
22. For wooden bridges paid during the past year,	—	—
23. Total amount expended for wooden bridges,		32,750 59
24. Total amount expended for iron bridges, (if any,)	—	—
25. For superstructure, including iron, per last report,	357,181 48	
26. For superstructure, including iron, paid during the past year,	—	—
27. Total amount expended for superstructure, including iron,		357,181 48
28. For stations, buildings and fixtures, per last report,	49,168 93	
29. For stations, buildings and fixtures, paid during the past year,	—	—
30. Total amount expended for stations, buildings and fixtures,		49,168 93
31. For land, land-damages and fences, per last report,	142,591 71	
32. For land, land-damages and fences, paid during the past year,	—	—

33. Total amount expended for land, land-damages, and fences,		\$142,591 71
34. For locomotives, per last report,	\$75,540 44	
35. For locomotives paid during the past year,	-	-
36. Total amount expended for locomotives,		75,540 44
37. For passenger and baggage cars, per last report,	31,524 88	
38. For passenger and baggage cars paid during the past year,	-	-
39. Total amount expended for passenger and baggage cars,		31,524 88
40. For merchandise cars, per last report,	42,646 25	
41. For merchandise cars paid during the past year,	-	-
42. Total amount expended for merchandise cars,		42,646 25
43. For engineering, per last report,	69,499 50½	
44. For engineering paid during the past year,	-	-
45. Total amount expended for engineering,		69,499 50½
46. For agencies and other expenses, per last report,	1,198,260 50½	
47. For agencies and other expenses, paid during the past year,	-	-
48. Total amount expended for agencies and other expenses,		1,198,260 50½
49. Total cost of road and equipment,		\$2,613,694 21
50. Amount of assets or property held by the corporation in addition to the cost of the road,	666,663 13	
CHARACTERISTICS OF ROAD.		
51. Length of road,	59 4-10 miles.	
52. Length of single main track,	59 4-10 miles.	
53. Length of double main track,	-	-
54. Length of branches owned by the Company, stating whether they have a single or double track,	7 miles single.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	9 1-16 miles.	
56. Weight of rail, per yard, in main road,	56 and 60 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	56 and 60 lbs.	
58. Maximum grade, with its length, in main road,	32 feet for 13,265 feet.	
59. Maximum grade, with its length, in branch roads,	-	-
60. Total rise and fall in main road,	815½	
61. Total rise and fall in branch roads,	-	
62. Shortest radius of curvature, with length of curve, in main road,	500 ft. radius ; 486 ft. long.	
63. Shortest radius of curvature, with length of curve, in branch roads,	175 ft. radius ; 200 ft. long.	
64. Total degrees of curvature in main road,	424° 30'	
65. Total degrees of curvature in branch roads,	-	-
66. Total length of straight line in main road,	33 miles.	
67. Total length of straight line in branches,	1 6-10 miles.	
68. Aggregate length of wooden truss bridges,	1,309 feet.	
69. Aggregate length of all other wooden bridges,	548 feet.	
70. Aggregate length of iron bridges,	None.	
71. Whole length of road unfenced on both sides,	Fenced by abutments.	
72. Number of public ways crossed at grade,	74	
73. Number of railroads crossed at grade,	{ 3 ; Western ; and P. H. & F. ; and B. H. and Erie.	
74. Remarks,	-	-
75. Way stations for express trains,	2	
76. Way stations for accommodation trains,	18	
77. Flag stations,	2	
78. Whole number of way stations,	18	
79. Whole number of flag stations,	2	

DOINGS DURING THE YEAR.			
80. Miles run by passenger trains,	160,186		
81. Miles run by freight trains,	196,891		
82. Miles run by other trains,	9,072		
83. Total miles run,		366,149	
84. Number of passengers carried in the cars,	321,507		
85. Number of passengers carried one mile,	-	-	
86. Number of tons of merchandise carried in the cars,	211,016		
87. Number of tons of merchandise carried one mile,	9,593,941		
88. Number of passengers carried one mile, to and from other roads,	-	-	
89. Number of tons carried one mile, to and from other roads,	5,180,728		
90. Rate of speed adopted for express passenger trains, including stops,	30 miles.		
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	30 miles.		
92. Rate of speed adopted for accommodation trains,	20 miles.		
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles.		
94. Average rate of speed actually attained by special trains, including stops and detentions,	-	-	
95. Average rate of speed adopted for freight trains, including stops,	8 miles.		
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	7,427,891		
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	14,997,725		
EXPENDITURES FOR WORKING THE ROAD.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$81,587 87		
99. For repairs of wooden bridges,	440 11		
100. For wages of switchmen, average per month,	\$57 78	Total,	9,108 41
101. For wages of gate-keepers, average per month,	27 00		
102. For wages of signal-men, average per month,	13 50		
103. For wages of watchmen, average per month,	53 00		
104. Number of men employed, exclusive of those engaged in construction,	835		
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	57 62		
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-		
107. Total for maintenance of way,			\$91,194 01
MOTIVE POWER AND CARS.			
108. For repairs of locomotives,	\$47,852 96		
109. For new locomotives, to cover depreciation,	19,253 67		
110. For repairs of passenger cars,	7,067 78		
111. For new passenger cars, to cover depreciation,	-		
112. For repairs of merchandise cars,	25,599 64		
113. For new merchandise cars, to cover depreciation,	25,507 88		
114. For repairs of gravel and other cars,	208 50		
115. Total for maintenance of motive power and cars,			\$125,485 43
116. Number of engines,	19		
117. Number of passenger cars,	19		

118. Number of baggage cars,
 119. Number of merchandise cars,
 120. Number of gravel cars, [3-5 of 4 first-class passenger cars, N. Y. steamboat line, 3-5 of 1 second-class passenger car, N. Y. steamboat line, 3-5 of 2 crate cars, and 10 crates for baggage.]

456

MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—

1. Wood, No. of cords, . . . Cost of the same,
 2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . Cost of the same,

\$43,969 79

16,394 39

7,372 89

3,102 89

122. For oil used by cars and engines,

123. For waste and other material for cleaning,

124. For salaries, wages and incidental expenses, chargeable to passenger department,

25,144 38

125. For salaries, wages and incidental expenses, chargeable to freight department,

72,919 80

126. For gratuities and damages,

15,308 01

127. For taxes and insurance,

48,698 44

128. For ferries,

—

129. For repairs of station buildings, aqueducts, fixtures, furniture,

17,948 33

130. For renewals of iron, including laying down,

—

131. For new iron laid down, deducting the value of old iron taken up,

—

132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,

—

133. For amount paid other companies, as rent for use of their roads, specifying each company,

—

134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,

32,011 88

135. Total miscellaneous,

\$283,470 30

136. Total expenditures for working the road,

\$500,149 74

137. Total amount of interest paid during the year,

26,591 71

[Total expenses and interest,]

\$526,741 45

INCOME DURING THE YEAR.

138. For Passengers :—

1. On main road, including branches owned by company,

\$180,428 33

2. To and from other roads, specifying what, [Boston and Worcester, Worcester and Nashua, and Hartford, Providence and Fishkill,]

75,062 72

\$255,491 05

139. For Freight :—

1. On main road and branches owned by Co.,

307,865 29

2. To and from other connecting roads, [Boston and Worcester, Worcester and Nashua, and Hartford, Providence and Fishkill,]

165,386 89

473,252 18

140. U. S. mails,

8,030 30

141. Rents,

13,904 64

21,934 94

142. Total income,

\$750,678 17

143. Net earnings, after deducting expenses,

223,936 72

DIVIDENDS.		
144. 10 per cent. Total, [\$235,400.00; U. S. taxes, &c., \$14,269.45,]		\$249,669 45
145. Surplus not divided, [\$267,824.21; steamboat tug, &c., \$2,683.34,]	\$270,507 55	
146. Surplus last year,	228,936 72	
147. Total surplus,		244,774 82
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—		
148. Of road and bridges,	—	—
149. Buildings,	—	—
150. Engines and cars,	—	—
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	\$580,000 00	
152. Mortgage debt paid since last report,	25,000 00	
153. Increase of mortgage debt since last report,	—	—
154. Present amount of mortgage debts,	550,000 00	
155. Number of mortgages on road and franchise, or any property of the corporation,	Two.	

CASUALTIES REPORTED BY SUPERINTENDENT, FOR 1866.

December 5, 1865.—George Babcock, of Ledyard, was jammed between a coal car and a coal bin, at coal yard. Sent to his home by the town. He had a weakness for whiskey. His injuries were not severe.

January 23, 1866.—Timothy O'Neil, foreman at coal yard, jammed between cars while coupling at Allyn's Point, died on the 30th.

April 30, 1866.—John O'Brien, brakeman on way freight train, was instantly killed by jumping from a house car while train was in motion.

September 27, 1866.—Mary Fitzgerald left the third passenger train up at Central Village, before it was at station, and while the train was on the turnout waiting for freight trains to pass, and when in the act of crossing the main track, was struck by a locomotive, and had a leg broken.

October 11, 1866.—Patrick Hulihan fell from a freight car on way freight train, and was so much injured that he died.

November 13, 1866.—John Lines attempted to jump across the main track at Alexander's brick yard, ahead of the locomotive, on third passenger train down, when he was struck by locomotive, and instantly killed.

All of which is respectfully submitted, with the Report of the Commissioners of the Commonwealth of Massachusetts, and the State of Connecticut, as required by law.

A. BREWSTER,
FRANKLIN NICHOLS,
J. N. PERKINS,
JNO. T. WAIT,
CHARLES JOHNSON,
JNO. F. SLATER,

Directors of the Norwich and Worcester Railroad Corporation.

STATE OF CONNECTICUT.

NEW LONDON COUNTY, ss. NORWICH, December 31, 1866.—Then personally appeared A. Brewster, Franklin Nichols, J. N. Perkins, Jno. F. Wait, Charles Johnson, and Jno. F. Slater, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

BELA P. LEARNED, *Notary Public.*

Commissioners' Thirty-First Annual Report to November 80, 1866.

The undersigned, having been called upon to examine the accounts of the Norwich and Worcester Railroad Company relative to the expenditures of the road, and to decide what portion of said expenditures are to be charged to the different sections of the road, report that on the 31st day of December, 1866, we examined the accounts of said Company up to the 30th of November, 1866, and found that there had been expended for the road in Connecticut, to the 30th of

November, 1866, the sum of \$1,840,597 60

That there had been expended in Massachusetts, to the 30th of

[illegible]

Making the whole cost of road to November 30, 1866,	.	.	\$2,613,694 21
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They further report, that the accounts of the expenditures on the road in each State, have been kept separate and distinct, as required by the charter. That the receipts of the Company, for twelve months

ending November 30, 1886, were \$750,678 17

Expenditures for repairs of road, cars, bridges, locomotives, station houses, new locomotives, new cars, fuel, passenger and freight

expenses, &c.,	500,149 74
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\$250,528 48

From which deduct interest, 26,591 71

Leaving net, after paying expenses and interest,	\$228,936 72
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Of which we have set to Massachusetts one-third, \$74,645 57 1/2

to Connecticut two-thirds,	149,291	148
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\$223,936 72

All of which is respectfully submitted.

CHARLES L. PUTNAM.

Commissioner for State of Massachusetts.

JNO. B. WARD,

Commissioner for State of Connecticut.

REPORT

OF THE

OLD COLONY AND NEWPORT RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock, [authorized by charters,]		\$5,000,000 00
2. Number of shares of capital stock issued, [in shares and scrip,]	48,489	
3. Increase of capital since last report,	\$1,000,000 00	
4. Capital paid in, per last report,	3,609,600 00	
5. Capital paid in since last report,	1,238,700 00	
6. Total amount of capital stock paid in,		4,848,300 00
7. Funded debt, per last report,	762,500 00	
8. Funded debt paid since last report,	39,000 00	
9. Funded debt, increase of since last report,	1,417,500 00	
10. Total present amount of funded debt,		2,141,000 00
11. Floating debt, per last report,	581,050 00	
12. Floating debt paid since last report,	223,050 00	
13. Floating debt, increase of since last report,	-	
14. Total present amount of floating debt,		358,000 00
15. Total present amount of funded and floating debt,		2,499,000 00
16. Average rate of interest per annum, paid during the year,	About 6 per cent.	
17. Maximum amount of debts during the year,	2,499,000 00	
COST OF ROAD AND EQUIPMENT.		
[For cost Abington Branch, per last report,]		\$129,098 87
18. For graduation and masonry, per last report,	\$838,684 21	
19. For graduation and masonry paid during the past year,	-	-
20. Total am't expended for graduation and masonry,		838,684 21
21. For wooden bridges, per last report,	111,968 01	
22. For wooden bridges paid during the past year,	-	-
23. Total amount expended for wooden bridges,		111,968 01
24. Total amount expended for iron bridges, (if any,)	-	-
25. For superstructure, including iron, per last report,	1,006,976 06	
26. For superstructure, including iron, paid during the past year,	-	-
27. Total amount expended for superstructure, including iron,		1,006,976 06
28. For stations, buildings and fixtures, per last report,	396,847 11	
29. For stations, buildings and fixtures, paid during the past year,	118,576 01	
30. Total amount expended for stations, buildings and fixtures,		515,423 12
31. For land, land-damages and fences, per last report,	1,037,999 41	
32. For land, land-damages and fences, paid during the past year,	186,948 09	

83. Total amount expended for land, land-damages, and fences,		\$1,224,947 50
84. For locomotives, per last report,	\$161,259 80	
85. For locomotives paid during the past year,	-	-
86. Total amount expended for locomotives,		161,259 80
87. For passenger and baggage cars, per last report,	94,281 28	
88. For passenger and baggage cars paid during the past year,	-	-
89. Total amount expended for passenger and baggage cars,		94,281 28
40. For merchandise cars, per last report,	78,962 14	
41. For merchandise cars paid during the past year, [\$3,863.51, charged in expenses,]	-	-
42. Total amount expended for merchandise cars,		78,962 14
43. For engineering, per last report,	406,556 56	
44. For engineering paid during the past year,	1,400 00	
45. Total amount expended for engineering,		407,956 56
46. For agencies and other expenses, per last report,	9,173 18	
47. For agencies and other expenses paid during the past year,	-	-
48. Total amount expended for agencies and other expenses,		9,173 18
49. Total cost of road and equipment,		\$4,578,730 68
[Less charged off for deterioration,]		71,216 21
50. Amount of assets or property held by the corporation, in addition to the cost of the road,		\$4,507,514 47
[Amount expended on Dighton and Somerset Railroad,]		1,509,301 37
		\$6,016,815 84
[Construction amounts to be charged,]		984,258 47
[Total cost of road and equipment,]		\$7,001,074 31

CHARACTERISTICS OF ROAD.

51. Length of road,	130½ miles.
52. Length of single main track,	130½ miles.
53. Length of double main track,	12½ miles.
54. Length of branches owned by the Company, stating whether they have a single or double track,	10½ miles—single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	17½ miles.
56. Weight of rail, per yard, in main road,	54 to 60 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	50 to 56 lbs.
58. Maximum grade, with its length, in main road,	44 85-100 for 400 feet.
59. Maximum grade, with its length, in branch roads,	39 6-10 for 875 feet.
60. Total rise and fall in main road,	2,392 feet.
61. Total rise and fall in branch roads,	198 feet.
62. Shortest radius of curvature, with length of curve, in main road,	520 feet for 420 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	301 feet for 140 feet.
64. Total degrees of curvature, in main road,	2,642°
65. Total degrees of curvature, in branch roads,	242°
66. Total length of straight line, in main road,	98 miles, 1,992 feet.
67. Total length of straight line, in branches,	7 miles, 909 feet.
68. Aggregate length of wooden truss bridges,	464 feet.
69. Aggregate length of all other wooden bridges,	4,682 feet.
70. Aggregate length of iron bridges,	None.

71. Whole length of road unfenced on both sides, .	About 12 miles.	
72. Number of public ways crossed at grade, . .	120	
73. Number of railroads crossed at grade, . . .	2	
74. Remarks,	-	-
75. Way stations for express trains,	5	
76. Way stations for accommodation trains, . . .	47	
77. Flag stations,	12	
78. Whole number of way stations,	47	
79. Whole number of flag stations,	12	
DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,	445,977	
81. Miles run by freight trains,	158,760	
82. Miles run by other trains,	64,815	
83. Total miles run,		669,552
84. Number of passengers carried in the cars, . .	2,043,348	
85. Number of passengers carried one mile, . . .	35,183,292	
86. Number of tons of merchandise carried in the cars,	316,235	
87. Number of tons of merchandise carried one mile,	12,518,120	
88. Number of passengers carried one mile, to and from other roads,	15,506,499	
89. Number of tons carried one mile, to and from other roads,	2,275,956	
90. Rate of speed adopted for express passenger trains, including stops,	33 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	33 miles per hour.	
92. Rate of speed adopted for accommodation trains, .	23 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	23 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, . . .	20 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,	12 miles per hour.	
96. Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, . . .	12,600,295	
97. Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, . . .	12,937,253	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .	\$127,052 12	
99. For repairs of wooden bridges,	25,353 37	
100. For wages of switchmen, average per month, \$43 00	6,434 36	
101. For wages of gate-keepers, average per month, 39 00	Total	
102. For wages of signal-men, average per month, 35 00		
103. For wages of watchmen, average per month, 44 00		
104. Number of men employed, exclusive of those engaged in construction,		560
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	-	-
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	2,410 64	
107. Total for maintenance of way,		\$177,432 55

MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	\$54,213 81	
109. For new locomotives, to cover depreciation,	-	-
110. For repairs of passenger cars,	42,669 12	
111. For new passenger cars, to cover depreciation,	-	-
112. For repairs of merchandise cars,	14,206 56	
113. For new merchandise cars, to cover depreciation, [\$3,863.51 cost—built at shop,]	-	-
114. For repairs of gravel and other cars,	-	-
115. Total for maintenance of motive power and cars,		\$111,089 49
116. Number of engines,	33	
117. Number of passenger cars,	58	
118. Number of baggage cars,	16	
119. Number of merchandise cars,	{ 306 8-wh., 49 4-wh., 661 4-wh.	
120. Number of gravel cars,	61	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, 2,819. Cost of the same,	\$14,097 59	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 14,115. Cost of same,	127,036 41	
122. For oil used by cars and engines,	17,512 72	
123. For waste and other material for cleaning,	2,854 60	
124. For salaries, wages, and incidental expenses, chargeable to passenger department,	106,534 26	
125. For salaries, wages, and incidental expenses, chargeable to freight department,	95,219 39	
126. For gratuities and damages,	20,160 94	
127. For taxes and insurance,	23,817 92	
128. For ferries,	-	-
129. For repairs of station buildings, aqueducts, fix- tures, furniture,	16,197 35	
130. For renewals of iron, including laying down,	74,991 82	
131. For new iron laid down, deducting the value of old iron taken up,	-	-
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	-	-
133. For amount paid other companies, as rent for use of their roads, specifying each company,	-	-
134. For salaries of president, treasurer, superintend- ent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	83,433 19	
[For U. S. mails,]	2,138 68	
135. Total miscellaneous,		\$533,994 72
136. Total expenditures for working the road,		822,516 76
137. Total amount of interest paid during the year, [on bonded debt and bills payable,]		93,034 40
[Government tax,]		32,528 24
[Tax on surplus,]		3,979 39
INCOME DURING THE YEAR.		
138. For Passengers:—		
1. On main road, including branches owned by company,	\$737,688 23	
2. To and from other roads, specifying what, [Cape Cod, Fairhaven Branch, South Shore, New Bedford and Taunton, Providence and Warren,]	120,677 65	\$858,365 88

139. For Freight:—		
1. On main road, and branches owned by Company,	\$390,061 97	
2. To and from other connecting roads. [Roads as above, in No. 138,]	47,266 02	\$437,327 99
140. U. S. mails,	10,760 00	
141. Rents,	14,695 00	
[Interest of Dighton and Somerset Railroad, \$5,579.19; premium, &c., on new stock sold, \$5,588.30,]	11,167 49	
142. Total income,		1,832,306 84
143. Net earnings, after deducting expenses,		380,248 05
DIVIDENDS.		
144. 7 per cent. Total,		\$355,678 95
145. Surplus not divided,	\$24,569 10	
146. Surplus last year,	270,470 80	
147. Total surplus, [\$295,039.90; less State taxes, \$49,430.67,]		245,609 23
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of road and bridges,	—	—
149. Buildings,	—	—
150. Engines and cars,	—	—
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	—	—
152. Mortgage debt paid since last report,	—	—
153. Increase of mortgage debt since last report,	—	—
154. Present amount of mortgage debts,	—	—
155. Number of mortgages on road and franchise, or any property of the Corporation,	—	—

ACCIDENTS.

December 1, 1865.—Richard Quigley, of Fall River, fell between the cars at Middleborough, and was instantly killed.

December 1, 1865.—Patrick Gainer, of Fall River, fell between the cars at Fall River, and crushed his leg, which proved fatal.

December 5, 1865.—Martin Quirk was run over by an engine switching at Fall River, and instantly killed.

December 7, 1865.—L Washburn, of Myricksville, a brakeman, came in contact with a bridge, at Neponset, and was fatally injured.

December 18, 1865.—An unknown man, a soldier, was found dead on the top of a passenger car, on the steamboat train, at Randolph; supposed to have been struck by a bridge.

December 28, 1865.—Morris Condon, of Randolph, was found dead on the track, near Harrison Square; supposed to have been struck by passenger train while walking on track.

April 5, 1866.—Michael Fouher, of Bridgewater, was found dead on the track, near Bridgewater; supposed to have been struck by an engine on passenger train.

May 14, 1866.—Patrick McLean fell from a gravel train, at Easton, and was instantly killed.

June 29, 1866.—An unknown man was killed, at Stoughton, by the falling of the gravel bank.

July 10, 1866.—Columbus Pierce, of Myricksville, conductor of freight train, fell from the cars at Harrison Square, and was fatally injured; supposed to have been occasioned by sunstroke.

July 12, 1866.—Lydia Rogers, of Weymouth, jumped from the cars after leaving Quincy Station, and was instantly killed.

August 4, 1866.—An unknown man was killed, at Taunton, by the falling of a gravel bank.

August 8, 1866.—Patrick Murphy, of Boston, draw-tender on the railroad bridge at South Boston, was struck by an engine and fatally injured.

August 22, 1866.—An unknown man, at Kingston, threw himself on the track in front of an engine, and was instantly killed; supposed to be insane.

September 10, 1866.—Captain George Herrick, of schooner Wellington, of Machias, Maine, while standing on the railroad bridge at South Boston, was hit by an engine, and fatally injured.

October 25, 1866.—Mary Sinclair, while being conveyed to the almshouse at Bridgewater, jumped from the train, near Savin Hill, and was fatally injured.

October 26, 1866.—Marcus Baker, a conductor on freight train, was fatally injured while coupling cars at South Braintree.

November 13, 1866.—John Connelly, of Dorchester, while endeavoring to cross the track with a wheelbarrow, was struck by an engine and fatally injured; supposed to be deaf.

ONSLOW STEARNS,
URIEL CROCKER,
GEO. A. KETTEL,
FRANCIS B. HAYES,
OLIVER AMES,
BENJ'N FINCH,
MINOT TIRRELL,

Directors of the Old Colony and Newport Railway Company.

SUFFOLK, ss. December 27, 1866. Then personally appeared Onslow Stearns, Uriel Crocker, Geo. A. Kettell, Francis B. Hayes, Oliver Ames, Benj'n Finch and Minot Tirrell, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

JOHN M. WASHBURN, *Justice of the Peace.*

R E P O R T

OF THE

PITTSFIELD & NORTH ADAMS RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$500,000 00
2. Number of shares of capital stock issued,	4,500	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	None.	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		\$450,000 00
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	None.	
12. Floating debt paid since last report,	None.	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,	None.	
15. Total present amount of funded and floating debt,	None.	
16. Average rate of interest per annum paid during the year,	None.	
17. Maximum amount of debts during the year,	None.	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$108,827 47	
19. For graduation and masonry paid during the past year,	None.	
20. Total am't expended for graduation and masonry,		\$108,827 47
21. For wooden bridges, per last report,	7,244 00	
22. For wooden bridges paid during the past year,	None.	
23. Total amount expended for wooden bridges,		7,244 00
24. Total amount expended for iron bridges, (if any,)		1,808 62
25. For superstructure, including iron, per last report,	201,395 31	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		201,395 31
28. For stations, buildings and fixtures, per last report,	29,311 33	
29. For stations, buildings and fixtures paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		29,311 33
31. For land, land-damages and fences, per last report,	63,742 95	
32. For land, land-damages and fences paid during the past year,	-	-

33. Total amount expended for land, land-damages, and fences,		\$63,742 95
34. For locomotives, per last report,	\$7,000 00	
35. For locomotives paid during the past year,	-	-
36. Total amount expended for locomotives,		7,000 00
37. For passenger and baggage cars, per last report,	4,247 43	
38. For passenger and baggage cars paid during the past year,	-	-
39. Total amount expended for passenger and baggage cars,		4,247 43
40. For merchandise cars, per last report,	None.	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,	None.	
43. For engineering, per last report,	20,605 56	
44. For engineering paid during the past year,	-	-
45. Total amount expended for engineering,		20,605 56
46. For agencies and other expenses, per last report,	None.	
47. For agencies and other expenses paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,	None.	
49. Total cost of road and equipment,		\$443,677 67
50. Amount of assets or property held by the corporation in addition to the cost of the road,	-	-

CHARACTERISTICS OF ROAD.

51. Length of road,	18 65-100 miles.
52. Length of single main track,	18 65-100 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	70-100 mile.
56. Weight of rail, per yard, in main road,	56 lbs. per yard.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	66 feet, 222 feet long.
59. Maximum grade, with its length in branch roads,	None.
60. Total rise and fall in main road,	365 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	477½ feet, 722 feet long.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	710°
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	13 39-100 miles.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	864 feet.
69. Aggregate length of all other wooden bridges,	None.
70. Aggregate length of iron bridges,	30 feet.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	17
73. Number of railroads crossed at grade,	None.
74. Remarks,	None.
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	2
77. Flag stations,	4
78. Whole number of way stations,	2
79. Whole number of flag stations,	4

DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,	}	50,880
81. Miles run by freight trains,		
82. Miles run by other trains,		
83. Total miles run,		50,880
84. Number of passengers carried in the cars,		102,025
85. Number of passengers carried one mile,		1,337,391
86. Number of tons of merchandise carried in the cars,		60,580
87. Number of tons of merchandise carried one mile,		1,031,107
88. Number of passengers carried one mile, to and from other roads,		246,817
89. Number of tons carried one mile, to and from other roads,		949,685
90. Rate of speed adopted for express passenger trains, including stops,		-
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		-
92. Rate of speed adopted for accommodation trains,		20 miles per hour.
93. Rate of speed actually attained by accommodation trains, including stops and detentions,		20 miles per hour.
94. Average rate of speed actually attained by special trains, including stops and detentions,		20 miles per hour.
95. Average rate of speed adopted for freight trains, including stops,		20 miles per hour.
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,		592,000 tons.
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,		1,512,000 tons.
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,		\$10,928 22
99. For repairs of wooden bridges,		150 00
100. For wages of switchmen, average per month, \$45 00	} Total,	
101. For wages of gate-keepers, average per month, 45 00		
102. For wages of signal-men, average per month, 45 00		
103. For wages of watchmen, average per month, 45 00		
104. Number of men employed, exclusive of those engaged in construction,		30
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		205 00
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		530 00
107. Total for maintenance of way,		\$11,813 22
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,		\$10,735 80
109. For new locomotives, to cover depreciation,		None.
110. For repairs of passenger cars,		1,526 40
111. For new passenger cars, to cover depreciation,		None.
112. For repairs of merchandise cars,		5,088 00
113. For new merchandise cars, to cover depreciation,		None.
114. For repairs of gravel and other cars,		None.
115. Total for maintenance of motive power and cars,		\$17,350 20
116. Number of engines,		1
117. Number of passenger cars,		2
118. Number of baggage cars,		1

119. Number of merchandise cars,	Western Railroad supply.
120. Number of gravel cars,	None.

MISCELLANEOUS.

121. For fuel used by engines during the year, viz.:—		
1. Wood, No. of cords, 2,244. Cost of the same,	\$12,402 20	
[Wood used at stations,]	500 00	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,)	None.	
122. For oil used by cars and engines,	996 00	
123. For waste and other material for cleaning,	508 00	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	12,828 04	}
125. For salaries, wages and incidental expenses, chargeable to freight department,		
126. For gratuities and damages,	2,500 00	
127. For taxes and insurance,	7,270 28	
128. For ferries,	None.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	6,000 00	
130. For renewals of iron, including laying down,	10,775 00	}
131. For new iron laid down, deducting the value of old iron taken up,		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	None.	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	None.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	Services performed by officers of Western Railroad.	
135. Total miscellaneous,		\$53,779 52
136. Total expenditures for working the road,		\$82,942 94
137. Total amount of interest paid during the year,	-	-

INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road including branches owned by Company,	\$46,262 00	
2. To and from other roads, specifying what,	-	-
139. For <i>Freight</i> :		
1. On main road and branches owned by company,	64,508 14	
2. To and from other connecting roads,	-	-
140. U. S. mails,	3,341 66	
141. Rents,	-	-
142. Total income,		114,106 80
143. Net earnings, after deducting expenses,		\$31,163 86

DIVIDENDS.

144. 6 per cent. Total,		27,000 00
145. Surplus not divided,		\$4,163 86
146. Surplus last year,	-	-
147. Total surplus,	-	-
[Appropriated to the payment of last year's taxes to the State.]	-	-

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, Viz. :—			
148. Of road and bridges,	-	.	-
149. Buildings,	-		-
150. Engines and cars,	-		
MORTGAGE DEBTS.			
151. Amount of debt secured by mortgage of road and franchise, or any property of the Corpora- tion, per last report,	-		-
152. Mortgage debt paid since last report,	-		-
153. Increase of mortgage debt since last report,	-		-
154. Present amount of mortgage debts,	-		-
155. Number of mortgages on road and franchise, or any property of the Corporation,	-		-

ACCIDENT.

February 8, 1866.—William Fade was run over by the train at Cheshire while lying on the track, and killed.

C. W. CHAPIN,
JAMES D. COLT,
JOSIAH STICKNEY,
IGNATIUS SARGENT,
J. A. RUMRILL,

Directors of the Pittsfield and North Adams Railroad Corporation.

SUFFOLK, ss. January 2, 1867. Then personally appeared C. W. Chapin, James D. Colt, Josiah Stickney, Ignatius Sargent, and James A. Rumrill, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, CHAS. E. STEVENS, *Justice of the Peace.*

R E P O R T

OF THE

PROVIDENCE & WORCESTER RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$1,750,000 00
2. Number of shares of capital stock issued,	17,500	
3. Increase of capital since last report,	\$50,000 00	
4. Capital paid in, per last report,	1,700,000 00	
5. Capital paid in since last report,	50,000 00	
6. Total amount of capital stock paid in,		1,750,000 00
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	None.	
12. Floating debt paid since last report,	None.	
13. Floating debt, increase of, since last report,	55,000 00	
14. Total present amount of floating debt,		55,000 00
15. Total present amount of funded and floating debt,		55,000 00
16. Average rate of interest per annum paid during the year,	6½ per cent.	
17. Maximum amount of debts during the year,	55,000 00	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	These items embraced in construction account; no separate accounts kept.	
19. For graduation and masonry paid during the past year,		
20. Total am't expended for graduation and masonry,		
21. For wooden bridges, per last report,		
22. For wooden bridges, paid during the past year,		
23. Total amount expended for wooden bridges,		
24. Total amount expended for iron bridges (if any,)		
25. For superstructure, including iron, per last report,		
26. For superstructure, including iron, paid during the past year,		
27. Total amount expended for superstructure, including iron,		
28. For stations, buildings and fixtures, per last report,		
29. For stations, buildings and fixtures paid during the past year,		
30. Total amount expended for stations, buildings and fixtures,		
31. For land, land-damages and fences, per last report,		
32. For land, land-damages and fences paid during the past year,		
33. Total amount expended for land, land-damages and fences,		

[Construction per last report,]	\$1,401,055 95	
[Increased during the past year,]	52,539 69	
[Total present amount of construction,]		\$1,453,595 64
34. For locomotives, per last report,	80,370 67	
35. For locomotives paid during the past year,	47,519 68	
36. Total amount expended for locomotives,		127,890 35
37. For passenger and baggage cars, per last report,	23,400 00	
38. For passenger and baggage cars paid during the past year,	10,200 00	
39. Total amount expended for passenger and baggage cars,		33,600 00
40. For merchandise cars, per last report,	105,282 68	
41. For merchandise cars paid during the past year,	36,025 00	
42. Total amount expended for merchandise cars,		141,307 63
43. For engineering, per last report,	} Embraced in construction account.	
44. For engineering paid during the past year,		
45. Total amount expended for engineering,		
46. For agencies and other expenses, per last report,	None.	
47. For agencies and other expenses paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,	None.	
49. Total cost of road and equipment,		1,756,393 62
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	48,606 38	

CHARACTERISTICS OF ROAD.

51. Length of road,	43 41-100 miles.
52. Length of single main track,	35 41-100 miles.
53. Length of double main track,	8 miles.
54. Length of branches owned by the Company, stating whether they have a single or double track,	1 mile, single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	9½ miles.
56. Weight of rail, per yard, in main road,	56 to 63 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	60 lbs.
58. Maximum grade, with its length, in main road,	27 ft. per mile for 4,300 ft.
59. Maximum grade, with its length, in branch roads,	Not known.
60. Total rise and fall in main road,	Rise, 526 feet; fall, 56 ft.
61. Total rise and fall in branch roads,	Not known.
62. Shortest radius of curvature, with length of curve, in main road,	716 feet for 875 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	No curve.
64. Total degrees of curvature in main road,	2,546° 30'
65. Total degrees of curvature in branch roads,	No curve.
66. Total length of straight line in main road,	28½ miles.
67. Total length of straight line in branches,	1 mile.
68. Aggregate length of wooden truss bridges,	3,855 feet.
69. Aggregate length of all other wooden bridges,	1,300 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	43
73. Number of railroads crossed at grade,	1
74. Remarks,	
75. Way stations for express trains,	None run.
76. Way stations for accommodation trains,	18
77. Flag stations,	3
78. Whole number of way stations,	18
79. Whole number of flag stations,	3

DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,	186,990	
81. Miles run by freight trains,	182,327	
82. Miles run by other trains,	23,863	
83. Total miles run,		298,180
84. Number of passengers carried in the cars,	1,081,575	
85. Number of passenger carried one mile,	9,787,563	
86. Number of tons of merchandise carried in the cars,	295,712	
87. Number of tons of merchandise carried one mile,	8,964,525	
88. Number of passengers carried one mile, to and from other roads,	447,220	
89. Number of tons carried one mile, to and from other roads,	2,776,605	
90. Rate of speed adopted for express passenger trains, including stops,	None run.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	None run.	
92. Rate of speed adopted for accommodation trains,	20 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	20 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	25 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,	12 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	8,987,200	
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile,	11,950,000	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$76,138 18	
99. For repairs of wooden bridges,	8,099 78	
100. For wages of switchmen, average per month, \$	Total	The duties of these men are mixed up with other duties as station laborers.
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month,		
103. For wages of watchmen, average per month,		
104. Number of men employed, exclusive of those engaged in construction,	308	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	None.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	1,185 98	
107. Total for maintenance of way,		\$85,423 94
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	\$27,318 32	
109. For new locomotives, to cover depreciation,	18,519 68	
110. For repairs of passenger cars,	9,881 44	
111. For new passenger cars, to cover depreciation,	5,000 00	
112. For repairs of merchandise cars,	27,632 48	\$90,455 28
113. For new merchandise cars, [and] to cover depreciation,	62,822 80	
114. For repairs of gravel and other cars,	{ Included in merchandise cars.	
115. Total for maintenance of motive power and cars,		151,174 72

116. Number of engines,	17	
117. Number of passenger cars,	16	
118. Number of baggage cars,	4	
119. Number of merchandise cars,	248	
120. Number of gravel [coal] cars,	345	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 584. Cost of the same,	\$3,504 00	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 5,437. Cost of the same,	55,124 10	
122. For oil used by cars and engines,	8,684 26	
123. For waste and other material for cleaning,	1,630 80	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	31,102 84	
125. For salaries, wages and incidental expenses, chargeable to freight department,	66,775 35	
126. For gratuities and damages,	2,645 21	
127. For taxes and insurance,	47,714 31	
128. For ferries,	None.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	26,930 14	
130. For renewals of iron, including laying down,	Included in road repairs.	
131. For new iron laid down, deducting the value of old iron taken up,	41,199 97	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	None.	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	None.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	25,823 58	
135. Total miscellaneous,		\$311,134 56
136. Total expenditures for working the road,		547,733 22
137. Total amount of interest paid during the year,		3,514 54
INCOME DURING THE YEAR.		
138. For Passengers :—		
1. On main road, including branches owned by company,	}	\$270,602 36
2. To and from other roads, specifying what,		
139. For Freight :—		
1. On main road and branches owned by company,	}	415,540 56
2. To and from other connecting roads,		
140. U. S. mails,		5,216 20
141. Rents, [\$3,885.28 ; express, \$5,902.25,]		9,787 53
142. Total income,		\$701,146 65
143. Net earnings, after deducting expenses,		149,898 89
DIVIDENDS.		
144. 8 per cent. Total,		\$140,000 00
145. Surplus not divided,	None.	
146. Surplus last year,	None.	
147. Total surplus,	None.	

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ESTIMATED DEPRECIATION BEYOND THE RENEWALS,									
VIZ. :—									
148.	Of road and bridges,	} None.
149.	Buildings,	.	.	.	.	.	.	.
150.	Engines and cars,	.	.	.	.	.	.	.
MORTGAGE DEBTS.									
151.	Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,							.	None.
152.	Mortgage debt paid since last report,							.	None.
153.	Increase of mortgage debt since last report,							.	None.
154.	Present amount of mortgage debts,							.	None.
155.	Number of mortgages on road and franchise, or any property of the Corporation,							.	None.

ACCIDENTS.

January 10, 1866.—John O. Briardy was struck by a locomotive of a freight train, near Corliss St. Eng. Works, (Providence,) receiving injuries which proved fatal.

August 10, 1866.—John Jones and Bartley McCarty, in coupling cars on coal wharf, received slight injuries.

September 29, 1866.—William Fitzpatrick, (boy,) in attempting to get upon a moving freight train, on South Water St., (Providence,) fell under the cars and was killed.

October 16, 1866.—Mrs. Sarah Bullock, while walking on the track, near Branch bridge, was struck by the engine of a passenger train, and killed.

October 27, 1866.—George E. C. Buffington, in jumping from a passenger train, near Gasper St., (Providence,) fell, the cars passing over and crushing one leg near the knee.

EARL P. MASON,
HARVEY CHACE,
PAUL WHITIN,
JNO. CARTER BROWN,
ALEX. DEWITT,
ISAAC H. SOUTHWICK,
HENRY CHAPIN,
E. B. STODDARD,
G. L. SPENCER,
WM S. SLATER,
P. W. LIPPITT,
JAMES Y. SMITH,
EDWARD PEARCE,

Directors of the Providence and Worcester Railroad Corporation.

PROVIDENCE, R. I., ss. December 21, 1866. Then personally appeared Earl P. Mason, Harvey Chace, Paul Whitin, Jno. Carter Brown, Alex. DeWitt, Isaac H. Southwick, Henry Chapin, E. B. Stoddard, G. L. Spencer, Wm. S. Slater, P. W. Lippitt, James Y. Smith, Edward Pearce, and severally made oath or affirmation to the truth of the foregoing statement by them subscribed.

Before

GEO. H. BURNHAM, *Justice of the Peace.*

PROVIDENCE, December 22, 1866.—The undersigned, Commissioners of the Providence and Worcester Railroad Company, having examined this report, believe it to correct, and hereby approve the same.

AUSTIN L. ROGERS, *Commissioner for Massachusetts.*
JOHN R. BARTLETT, *Commissioner for Rhode Island.*

*Report of the Commissioners of the Providence and Worcester Railroad Company
to the Legislatures of Massachusetts and Rhode Island.*

At a meeting of the Commissioners of the Providence and Worcester Railroad Company, at the Company's office, in Providence, on the 22d day of December, 1866, for the purpose of investigating the accounts and expenditures of said Company, and for deciding what sums are applicable to that part of the road lying in the State of Rhode Island, and also what part is chargeable to that portion of the road lying in Massachusetts, and having examined the accounts of said Company, we find that the net expenditures for construction and equipment to the 30th day of November, 1866, were,

	\$1,610,109 25
To which add for purchase of wharf estate, new locomotives, cars, &c.,	146,284 37
Net cost of road and equipment to November 30, 1866,	\$1,756,393 62

Apportioned as follows, viz. :—

To Massachusetts,	849,153 59
To Rhode Island,	907,240 03

The whole amount of receipts from November 30, 1865, to November 30, 1866, is as follows, viz. :—

Transportation of passengers,	\$270,602 36
Transportation of freight,	415,540 56
Transportation of mails,	5,216 20
Rents,	3,885 28
Express,	5,902 25
	\$701,146 65

Expenses for maintaining and operating the road during the twelve months, ending November 30, 1866 :—

Fuel,	\$58,628 10
Oil,	8,684 26
Maintenance of way,	126,623 91
Repairs of cars,	105,336 72
Repairs of locomotives,	45,838 00
Passenger expenses,	31,102 84
Freight Expenses,	66,775 35
Miscellaneous expenses,	103,635 95
Wharf expenses,	1,108 09
Interest,	3,514 54
	551,247 76

Net earnings,	\$149,898 89
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Which sum we apportion as follows, viz. :—

To Massachusetts,	74,949 45
To Rhode Island,	74,949 44

Said Commissioners also find, on examining the books of said Company, that separate accounts of the expenditures in Rhode Island and Massachusetts have been kept, agreeably to the Acts of said States creating the present Providence and Worcester Railroad Company.

AUSTIN L. ROGERS, *Commissioner for Massachusetts.*
JOHN R. BARTLETT, *Commissioner for Rhode Island.*

REPORT
OF THE
ROCKPORT RAILROAD CORPORATION,
FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$88,400 00
2. Number of shares of capital stock issued,	884	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	\$88,400 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,	88,400 00	
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	None.	
12. Floating debt paid since last report,	None.	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,	None.	
15. Total present amount of funded and floating debt,	None.	
16. Average rate of interest per annum paid during the year,	None.	
17. Maximum amount of debts during the year,	None.	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	Road built by contract in the Company for	
19. For graduation and masonry paid during the past year,		\$63,000 00
20. Total am't expended for graduation and masonry,		8,345 20
21. For wooden bridges, per last report,		
22. For wooden bridges paid during the past year,		
23. Total amount expended for wooden bridges,		
24. Total amount expended for iron bridges, (if any,)		\$66,345 20
25. For superstructure, including iron, per last report,		
26. For superstructure, including iron, paid during the past year,		
27. Total amount expended for superstructure, including iron,		
28. For stations, buildings and fixtures, per last report,	\$6,732 91	
29. For stations, buildings and fixtures paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		6,732 91
31. For land, land-damages and fences, per last report,	12,207 56	
32. For land, land-damages and fences paid during the past year,	None.	

33. Total amount expended for land, land-damages and fences,		\$12,207 56
34. For locomotives, per last report,	} Rolling stock owned by Eastern Railroad Co.	
35. For locomotives paid during the past year,		
36. Total amount expended for locomotives,		
37. For passenger and baggage cars, per last report,		
38. For passenger and baggage cars paid during the past year,		
39. Total amount expended for passenger and baggage cars,		
40. For merchandise cars, per last report,		
41. For merchandise cars paid during the past year,		
42. Total amount expended for merchandise cars,		
43. For engineering, per last report,	5,721 61	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		5,721 61
46. For agencies and other expenses, per last report,	None.	
47. For agencies and other expenses paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,	None.	
49. Total cost of road and equipment,		91,007 28
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	850 00	

CHARACTERISTICS OF ROAD.

51. Length of road,	3 6-10 miles.
52. Length of single main track,	19,700 feet.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	1,690 feet.
56. Weight of rail, per yard, in main road,	50 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	50 feet to mile.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	122 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	1,353 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	29°
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	12,485 feet.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	None.
69. Aggregate length of all other wooden bridges,	None.
70. Aggregate length of iron bridges, [stone,]	28 feet.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	None.
73. Number of railroads crossed at grade,	None.
74. Remarks,	None.
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	None.
77. Flag stations,	None.
78. Whole number of way stations,	None.
79. Whole number of flag stations,	None.

DOINGS DURING THE YEAR.			
80. Miles run by passenger trains,	8,238		
81. Miles run by freight trains,	2,260		
82. Miles run by other trains,	90		
83. Total miles run,			10,588
84. Number of passengers carried in the cars,	98,295		
85. Number of passengers carried one mile,	393,180		
86. Number of tons of merchandise carried in the cars,	6,400		
87. Number of tons of merchandise carried one mile,	25,600		
88. Number of passengers carried one mile, to and from other roads,	-	-	
89. Number of tons carried one mile, to and from other roads,	-	-	
90. Rate of speed adopted for express passenger trains, including stops,	} By contract, Eastern R. R.		
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,			
92. Rate of speed adopted for accommodation trains,			
93. Rate of speed actually attained by accommodation trains, including stops and detentions,			
94. Average rate of speed actually attained by special trains, including stops and detentions,			
95. Average rate of speed adopted for freight trains, including stops,			
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,			
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile,			
EXPENDITURES FOR WORKING THE ROAD.			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$1,020 00		
99. For repairs of wooden bridges,	None.		
100. For wages of switchmen, average per month,	\$45 00	} Total,	540 00
101. For wages of gate-keepers, average per month,	None.		
102. For wages of signal-men, average per month,	None.		
103. For wages of watchmen, average per month,	None.		
104. Number of men employed, exclusive of those engaged in construction,	4		
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	None.		
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	None.		
107. Total for maintenance of way,			\$1,560 00
MOTIVE POWER AND CARS.			
108. For repairs of locomotives,	} Eastern Railroad run the cars by contract.		
109. For new locomotives, to cover depreciation,			
110. For repairs of passenger cars,			
111. For new passenger cars, to cover depreciation,			
112. For repairs of merchandise cars,			
113. For new merchandise cars, to cover depreciation,			
114. For repairs of gravel and other cars,			
115. Total for maintenance of motive power and cars,			
116. Number of engines,			
117. Number of passenger cars,			

118. Number of baggage cars,	} Eastern Railroad run the cars by contract.
119. Number of merchandise cars,	
120. Number of gravel cars,	

MISCELLANEOUS.

121. For fuel used by engines during the year, viz.:—	} Eastern Railroad.	
1. Wood, No. of cords, Cost of the same,		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,	}	
122. For oil used by cars and engines,		- . -
123. For waste and other material for cleaning,		- . -
124. For salaries, wages and incidental expenses, chargeable to passenger department,	}	\$1,540 00
125. For salaries, wages and incidental expenses, chargeable to freight department,		
126. For gratuities and damages,		150 00
127. For taxes and insurance,		1,850 00
128. For ferries,		- . -
129. For repairs of station buildings, aqueducts, fixtures, furniture,		- . -
130. For renewals of iron, including laying down,		- . -
131. For new iron laid down, deducting the value of old iron taken up,		- . -
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		- . -
133. For amount paid other companies, as rent for use of their roads, specifying each company,		- . -
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		135 00
135. Total miscellaneous,		\$3,675 00
136. Total expenditures for working the road,	Eastern Railroad.	
137. Total amount of interest paid during the year,	None.	

INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company,		\$12,778 35
2. To and from other roads, specifying what,		Gloucester Branch.
139. For <i>Freight</i> :—		
1. On main road and branches owned by Co.,		3,202 14
2. To and from other connecting roads,		None.
140. U. S. mails,		None.
141. Rents,		None.
142. Total income,		\$15,980 49
143. Net earnings, after deducting expenses,		10,641 36

DIVIDENDS.

144. 9 per cent. Total,		\$7,956 00
145. Surplus not divided,	\$2,685 36	
146. Surplus last year,	780 72	
147. Total surplus,		3,466 08

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,
VIZ.:

148. Of road and bridges,	None.
149. Buildings,	None.
150. Engines and cars,	None.

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	None.
152. Mortgage debt paid since last report,	None.
153. Increase of mortgage debt since last report,	None.
154. Present amount of mortgage debts,	None.
155. Number of mortgages on road and franchise, or any property of the corporation,	None.

NEWELL GILES,
ADDISON GOTT,
HENRY DENNIS,
JOHN PRESTON,
JAMES MANNING,

Directors of the Rockport Railroad Corporation.

Essex, ss. January 1, 1867. Then personally appeared the foregoing President and Directors of the Rockport Railroad, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

ZENO A. APPLETON, *Justice of the Peace.*

R E P O R T

OF THE

SALEM AND LOWELL RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$400,000 00
2. Number of shares of capital stock issued,	2,438	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	\$243,305 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		243,305 00
7. Funded debt, per last report,	226,900 00	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,		\$226,900 00
11. Floating debt, per last report,	521 64	
12. Floating debt paid since last report,	None.	
13. Floating debt, increase of, since last report,	138 95	
14. Total present amount of floating debt, [unpaid dividends,]		660 59
15. Total present amount of funded and floating debt,		\$227,560 59
16. Average rate of interest per annum, paid during the year,	6 per cent. on bonds:	
17. Maximum amount of debts during the year, [Surplus—contra,]	227,560 59	805 59
		471,171 18
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$94,831 77	
19. For graduation and masonry paid during the past year,	Nothing.	
20. Total am't expended for graduation and masonry,		\$94,831 77
21. For wooden bridges, per last report,	3,139 15	
22. For wooden bridges paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,		3,139 15
24. Total amount expended for iron bridges (if any,)	Nothing.	
25. For superstructure, including iron, per last report,	123,801 18	
26. For superstructure, including iron, paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron,		123,801 18
28. For stations, buildings and fixtures, per last report,	8,399 13	
29. For stations, buildings and fixtures paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,		8,399 13
31. For land, land-damages and fences, per last report,	48,007 25	
32. For land, land-damages and fences paid during the past year,	Nothing.	

33. Total amount expended for land, land-damages, and fences,		\$48,007 25
34. For locomotives, per last report,	\$21,948 55	
35. For locomotives paid during the past year,	Nothing.	
36. Total amount expended for locomotives,		21,948 55
37. For passenger and baggage cars, per last report,	7,420 62	
38. For passenger and baggage cars paid during the past year,	Nothing.	
39. Total amount expended for passenger and baggage cars,		7,420 62
40. For merchandise cars, per last report,	53,174 22	
41. For merchandise cars paid during the past year,	Nothing.	
42. Total amount expended for merchandise cars,		53,174 22
43. For engineering, per last report,	6,927 57	
44. For engineering paid during the past year,	Nothing.	
45. Total amount expended for engineering,		6,927 57
46. For agencies and other expenses, per last report,	6,026 35	
47. For agencies and other expenses paid during the past year,	Nothing.	
48. Total amount expended for agencies and other expenses,		6,026 35
[Discount on bonds and miscellaneous,]		90,837 43
49. Total cost of road and equipment,		\$464,013 22
50. Amount of assets or property held by the corporation, in addition to the cost of the road,		7,157 96
[Of the \$7,157.96 assets, \$4,955.62 are considered unavailable,]		\$471,171 18
CHARACTERISTICS OF ROAD.		
51. Length of road,	16.882 miles.	
52. Length of single main track,	16.882 miles.	
53. Length of double main track,	None.	
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	1.734 miles.	
56. Weight of rail, per yard, in main road,	58 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.	
58. Maximum grade, with its length, in main road,	28.58 for 3,380 feet.	
59. Maximum grade, with its length, in branch roads,	None.	
60. Total rise and fall in main road,	223.34 feet.	
61. Total rise and fall in branch roads,	None.	
62. Shortest radius of curvature, with length of curve, in main road,	1,200 for 1,425 feet.	
63. Shortest radius of curvature, with length of curve, in branch roads,	None.	
64. Total degrees of curvature in main road,	395°	
65. Total degrees of curvature in branch roads,	None.	
66. Total length of straight line in main road,	13.368 miles.	
67. Total length of straight line in branches,	None.	
68. Aggregate length of wooden truss bridges,	None.	
69. Aggregate length of all other wooden bridges,	121 feet.	
70. Aggregate length of iron bridges,	None.	
71. Whole length of road unfenced on both sides,	{ All fenced in or otherwise protected.	
72. Number of public ways crossed at grade,	19	
73. Number of railroads crossed at grade,	2	
74. Remarks,	-	
75. Way stations for express trains,	None.	
76. Way stations for accommodation trains,	4	

77. Flag stations,	6
78. Whole number of way stations,	4
79. Whole number of flag stations,	6

DOINGS DURING THE YEAR.

80. Miles run by passenger trains,	}
81. Miles run by freight trains,	
82. Miles run by other trains,	
83. Total miles run,	
84. Number of passengers carried in the cars,	
85. Number of passengers carried one mile,	
86. Number of tons of merchandise carried in the cars,	
87. Number of tons of merchandise carried one mile,	
88. Number of passengers carried one mile, to and from other roads,	
89. Number of tons carried one mile, to and from other roads,	
90. Rate of speed adopted for express passenger trains, including stops,	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	
92. Rate of speed adopted for accommodation trains,	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	
94. Average rate of speed actually attained by special trains, including stops and detentions,	
95. Average rate of speed adopted for freight trains, including stops,	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	}
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	

Operated by the Boston and Lowell Railroad Corporation under a contract. A copy is annexed to the report of 1858.

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	}
99. For repairs of wooden bridges,	
100. For wages of switchmen, average per month, \$	
101. For wages of gate-keepers, average per month,	
102. For wages of signal-men, average per month,	
103. For wages of watchmen, average per month,	
104. Number of men employed, exclusive of those engaged in construction,	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
107. Total for maintenance of way,	

Paid by the Boston and Lowell Railroad Corporation.

MOTIVE POWER AND CARS.

108. For repairs of locomotives,	}
109. For new locomotives, to cover depreciation,	
110. For repairs of passenger cars,	
111. For new passenger cars to cover depreciation,	
112. For repairs of merchandise cars,	
113. For new merchandise cars to cover depreciation,	
114. For repairs of gravel and other cars,	
115. Total for maintenance of motive power and cars,	

Run by the Boston and Lowell Railroad Corporation.

116. Number of engines,	3
117. Number of passenger cars,	3
118. Number of baggage cars,	1
119. Number of merchandise cars,	197
120. Number of gravel cars,	None.

MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—	}	Operated by the Boston and Lowell Railroad Corporation.
1. Wood, number of cords, . . . Cost of the same,		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . Cost of same,		
122. For oil used by cars and engines,		
123. For waste and other material for cleaning,		
124. For salaries, wages, and incidental expenses, chargeable to passenger department,		
125. For salaries, wages, and incidental expenses, chargeable to freight department,		
126. For gratuities and damages,		
127. For taxes and insurance,		
128. For ferries,		
129. For repairs of station buildings, aqueducts, fixtures, furniture,	}	Operated by the Boston and Lowell Railroad Corporation.
130. For renewals of iron, including laying down,		
131. For new iron laid down, deducting the value of old iron taken up,		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		
133. For amount paid other companies as rent for use of their roads, specifying each company,		
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		119 05
135. Total miscellaneous,		\$726 37
136. Total expenditures for working the road,		\$726 37
137. Total amount of interest paid during the year,		13,569 80
[Total interest and expense,]		\$14,295 67

INCOME DURING THE YEAR.

138. <i>For Passengers :—</i>	}	Operated by Boston and Lowell Railroad Corporation, under a contract, who pay \$17,500.00 per annum.
1. On main road, including branches owned by company,		
2. To and from other roads, specifying what,		
139. <i>For Freight :—</i>		
1. On main road, and branches owned by Co.,		
2. To and from other connecting roads,		
140. U. S. mails,		
141. Rents,		
142. Total income,		\$17,500 00
143. Net earnings, after deducting expenses,		\$3,204 33
DIVIDENDS.		
144. 1 1-10 per cent. Total,		\$2,676 30
145. Surplus not divided,	\$528 03	
146. Surplus last year, [deficit,]	222 44	
147. Total surplus,		305 69

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,										
VIZ.:—										
148.	Of road and bridges,	.	.	.	.	.	}	Road run and kept in repair	
149.	Buildings,	.	.	.	.	.		by Boston and Lowell	
150.	Engines and cars,	.	.	.	.	.		Railroad Corporation.	
MORTGAGE DEBTS.										
151.	Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,						.	.	.	\$226,900 00
152.	Mortgage debt paid since last report,						.	.	.	None.
153.	Increase of mortgage debt since last report,						.	.	.	None.
154.	Present amount of mortgage debts,						.	.	.	\$226,900 00
155.	Number of mortgages on road and franchise, or any property of the corporation,						.	.	.	One.

ACCIDENT.

September 22, 1866.—Simon Lee, an inmate of the Tewksbury Asylum, was run over and killed, while walking on the track, near State Almshouse.

F. B. CROWNINSHIELD,
W. MINOT, JR.,
GEO. W. LYMAN,
H. HOSFORD, .

Directors of the Boston and Lowell Railroad Corporation.

SUFFOLK, ss. December 26, 1866. Then personally appeared F. B. Crowninshield, Wm. Minot, Jr., Geo. W. Lyman and Hocum Hosford, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, J. THOS. STEVENSON, *Justice of the Peace.*

R E P O R T
OF THE
SHEFFIELD RAILROAD CORPORATION,
FOR THE YEAR ENDING NOVEMBER 30, 1866.

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts.

The Directors of the Sheffield Railroad Company submit the following Report:

The above Company was incorporated by an Act passed April 12, 1866, and pursuant to a notice dated May 16, 1866, and duly published, was duly organized on 16th June, 1866.

The Housatonic Railroad Company, established in the State of Connecticut, and operating the railroads of the Berkshire and the Stockbridge and Pittsfield Railroad Companies, on the third day of July last instituted in the Circuit Court of the United States for the District of Massachusetts, a Bill in Equity against the Sheffield Railroad Company, praying therein, amongst other things, for a writ of injunction, and a hearing upon said prayer was ordered to be had on the 14th of July last before said court, which was postponed to the 2d September last. Thereupon, upon evidence adduced, involving, as we believe, the entire merits of the bill, the prayer for injunction was refused by the court. The bill is still pending.

Since the above judgment of refusal, the Company has proceeded to survey the route of its road, procure estimates, and fix the amount of capital stock, and procure subscriptions therefor.

The proposed road is intended to connect with a road chartered by the legislature of Connecticut, at its last May session, at the line mentioned in the charter of the Sheffield Railroad Company, thus forming a continuous route from the connection with the Berkshire Railroad, through portions of Sheffield and Salisbury, (Connecticut,) to Millerton, New York, there uniting with the New York and Harlem Railroad, creating thereby a most valuable and important communication,—one which, we believe, is much required by the public interests.

The entire length of the road, as surveyed in Massachusetts, is five miles and 760 feet.

The estimate of cost, exclusive of land, fencing, and equipments, is \$103,077.00.

The present amount of capital fixed is \$125,000.00.

Dated at Great Barrington, the 29th December, 1866.

I. SUMNER,
GRAHAM A. ROOT,
GEO. CHURCH.

1867.]

PUBLIC DOCUMENT—No. 36.

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BERKSHIRE, ss. January 1, 1867. Then the above named Sumner and Root subscribed and made oath to the above.

Before me,

J. DEWEY, Jr., *Justice of the Peace.*

BERKSHIRE, ss. January 2, 1867. The above named Church subscribed and made oath to above.

Before me,

INCREASE SUMNER, *Justice of the Peace.*

REPORT

OF THE

SOUTH READING BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock, [authorized,]		\$300,000 00
2. Number of shares of capital stock issued,	2,088	
3. Increase of capital, since last report,	None.	
4. Capital paid in, per last report,	\$209,532 73	
5. Capital paid in, since last report,	Nothing.	
6. Total amount of capital stock paid in,		209,532 73
7. Funded debt, per last report,	Nothing.	
8. Funded debt, paid since last report,	Nothing.	
9. Funded debt, increase of, since last report,	Nothing.	
10. Total present amount of funded debt,	Nothing.	
11. Floating debt, per last report, [last year,]	84,890 31	
12. Floating debt, paid since last report,	Nothing.	
13. Floating debt, increase of, since last report,	10,656 94	
14. Total present amount of floating debt,		95,547 25
15. Total present amount of funded and floating debt,	-	-
16. Average rate of interest per annum, paid during the year,	Nothing.	
17. Maximum amount of debts during the year,	Nothing.	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$103,936 88	
19. For graduation and masonry, paid during the past year,	Nothing.	
20. Total am't expended for graduation and masonry,		\$103,936 88
21. For wooden bridges, per last report,	585 73	
22. For wooden bridges, paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,		585 73
24. Total amount expended for iron bridges, (if any,)	None.	
25. For superstructure, including iron, per last report,	61,539 27	
26. For superstructure, including iron, paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron,		61,539 27
28. For stations, buildings and fixtures, per last report,	9,303 03	
29. For stations, buildings and fixtures, paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,		9,303 03
31. For land, land-damages and fences, per last report,	50,507 80	
32. For land, land-damages and fences, paid during the past year,	Nothing.	
33. Total amount expended for land, land-damages and fences,		50,507 80

34. For locomotives, per last report,	} Owns no equipment.		
35. For locomotives, paid during the past year,			
36. Total amount expended for locomotives,			
37. For passenger and baggage cars, per last report,			
38. For passenger and baggage cars, paid during the past year,			
39. Total amount expended for passenger and baggage cars,			
40. For merchandise cars, per last report,	}		
41. For merchandise cars, paid during the past year,			
42. Total amount expended for merchandise cars,			
43. For engineering, per last report,		\$7,404 57	
44. For engineering, paid during the past year,		Nothing.	
45. Total amount expended for engineering,			\$7,404 57
46. For agencies and other expenses, per last report,		66,191 08	
47. For agencies and other expenses, paid during the past year,		Nothing.	
48. Total amount expended for agencies and other expenses,			66,191 08
49. Total cost of road and equipment,			\$299,468 36
50. Amount of assets or property held by the corporation, in addition to the cost of the road,		Nothing.	

CHARACTERISTICS OF ROAD.

51. Length of road,	8.15 miles.
52. Length of single main track,	8.15 miles.
53. Length of double main track,	None.
54. Length of branches owned by the company, stating whether they have a single or double track,	1,150 feet, single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	9,067 feet.
56. Weight of rail, per yard, in main road,	60 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	60 lbs.
58. Maximum grade, with its length, in main road,	Length, 2,200 feet; 52.8 ft.
59. Maximum grade, with its length, in branch roads,	Length, 900 feet; 40 feet.
60. Total rise and fall in main road,	237.6 feet.
61. Total rise and fall in branch roads,	5 feet.
62. Shortest radius of curvature, with length of curve, in main road,	425 feet; length, 290 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	350 feet; length, 100 feet.
64. Total degrees of curvature, in main road,	232° 15'
65. Total degrees of curvature, in branch roads,	80° 41'
66. Total length of straight line, in main road,	6.85 miles.
67. Total length of straight line, in branches,	578 feet.
68. Aggregate length of wooden truss bridges,	326 feet.
69. Aggregate length of all other wooden bridges,	None.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	12
73. Number of railroads crossed at grade,	None.
74. Remarks,	Nothing.
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	2
77. Flag stations,	4
78. Whole number of way stations,	2
79. Whole number of flag stations,	4

DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,	25,040	
81. Miles run by freight trains,	None.	
82. Miles run by other trains,	None.	
83. Total miles run,		25,040
84. Number of passengers carried in the cars, . .	29,469	
85. Number of passengers carried one mile, . .	214,241	
86. Number of tons of merchandise carried in the cars,	14,637	
87. Number of tons of merchandise carried one mile, . .	36,474	
88. Number of passengers carried one mile, to and from other roads,	148,865	
89. Number of tons carried one mile, to and from other roads,	26,934	
90. Rate of speed adopted for express passenger trains, including stops,	None run.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, . .	None run.	
92. Rate of speed adopted for accommodation trains, . .	21 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, . .	20 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	20 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,	None run.	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	38,563	
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	32,826	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . .	\$1,982 66	
99. For repairs of wooden bridges,	Nothing.	
100. For wages of switchmen, average per month, \$16 00	} 686 00	
101. For wages of gate-keepers, average per month, 8 66		
102. For wages of signal-men, average per month, 32 50		
103. For wages of watchmen, average per month, None.		
104. Number of men employed, exclusive of those engaged in construction,	14	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	Nothing.	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . .	Nothing.	
107. Total for maintenance of way,		\$2,668 66
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	\$1,752 80	
109. For new locomotives, to cover depreciation, . .	Nothing.	
110. For repairs of passenger cars,	2,168 00	
111. For new passenger cars, to cover depreciation, . .	Nothing.	
112. For repairs of merchandise cars,	Nothing.	
113. For new merchandise cars, to cover depreciation, . .	Nothing.	
114. For repairs of gravel and other cars,	Nothing.	
115. Total for maintenance of motive power and cars, . .		\$3,920 80
116. Number of engines,	} Owns no equipment.	
117. Number of passenger cars,		

118. Number of baggage cars,	} Owns no equipment.	
119. Number of merchandise cars,		
120. Number of gravel cars,		
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, 29. Cost of the same,		\$174 00
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 244. Cost of same,		2,665 00
122. For oil used by cars and engines, [and]	}	295 40
123. For waste and other material for cleaning,		
124. For salaries, wages and incidental expenses chargeable to passenger department,		6,705 16
125. For salaries, wages and incidental expenses, chargeable to freight department,		Nothing.
126. For gratuities and damages,		Nothing.
127. For taxes and insurance,		Nothing.
128. For ferries,		Nothing.
129. For repairs of station buildings, aqueducts, fixtures, furniture,		1,491 82
130. For renewals of iron, including laying down,		Nothing.
131. For new iron laid down, deducting the value of old iron taken up,		Nothing.
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		Nothing.
133. For amount paid other companies, as rent for use of their roads, specifying each company,		3,200 00
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		Nothing.
135. Total miscellaneous,		\$14,531 38
136. Total expenditures for working the road,		\$21,120 84
137. Total amount of interest paid during the year,		Nothing.
INCOME DURING THE YEAR.		
138. For Passengers :—		
1. On main road, including branches owned by company, [\$2,765.27,]	}	\$9,081 58
2. To and from other roads, specifying what, [\$6,316.31,]		
139. For Freight :—		
1. On main road and branches owned by company,		—
2. To and from other connecting roads,		2,717 02
140. United States mails,		Nothing.
141. Rents,		Nothing.
142. Total income,		11,798 60
[Less United States tax,]		263 85
143. Net earnings, after deducting expenses,		11,534 75
[Loss,]		\$9,586 09
DIVIDENDS.		
144. per cent. Total,		None.
145. Surplus not divided,		Nothing.
146. Surplus last year,		Nothing.
147. Total surplus,		Nothing.

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ESTIMATED DEPRECIATION BEYOND THE RENEWALS,									
VIZ. :—									
148. Of road and bridges,	} Nothing.			
149. Buildings, . . . . .	.	.	.	.	.
150. Engines and cars, . . . . .	.	.	.	.	.
MORTGAGE DEBTS.									
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corpora- tion, per last report, . . . . .	.	.	.	.	.	} Nothing.			
152. Mortgage debt paid since last report, . . . . .	.	.	.	.	.
153. Increase of mortgage debts since last report, . . . . .	.	.	.	.	.
154. Present amount of mortgage debts, . . . . .	.	.	.	.	.
155. Number of mortgages on road and franchise, or any property of the Corporation, . . . . .	.	.	.	.	.			None.	

GEORGE M. BROWNE,
HENRY L. WILLIAMS,
W. L. DWIGHT,
FRANKLIN HAVEN,
B. E. BATES,

Directors of the South Reading Branch Railroad Corporation.

SUFFOLK, ss. December 20, 1866. Then personally appeared George M. Browne, Henry L. Williams, W. L. Dwight, F. Haven and B. E. Bates, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before

JOHN B. PARKER, *Justice of the Peace.*

R E P O R T

OF THE

SOUTH SHORE RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$600,000 00
2. Number of shares of capital stock issued,	10,000	
3. Increase of capital since last report,	—	—
4. Capital paid in, per last report,	\$259,685 00	
5. Capital paid in since last report,	—	—
6. Total amount of capital stock paid in,		259,685 00
7. Funded debt, per last report,	150,000 00	
8. Funded debt paid since last report,	—	—
9. Funded debt, increase of, since last report,	—	—
10. Total present amount of funded debt,		150,000 00
11. Floating debt, per last report,	—	—
12. Floating debt paid since last report,	—	—
13. Floating debt, increase of, since last report,	23,650 00	
14. Total present amount of floating debt,		23,650 00
15. Total present amount of funded and floating debt,		173,650 00
16. Average rate of interest per annum paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	181,800 00	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$125,382 06	
19. For graduation and masonry paid during the past year,	—	—
20. Total amount expended for graduation and masonry,		\$125,382 06
21. For wooden bridges, per last report,	13,448 50	
22. For wooden bridges paid during the past year,	—	—
23. Total amount expended for wooden bridges,		13,448 50
24. Total amount expended for iron bridges, (if any,)	—	—
25. For superstructure, including iron, per last report,	82,063 10	
26. For superstructure, including iron, paid during the past year,	—	—
27. Total amount expended for superstructure, including iron,		82,063 10
28. For stations, buildings and fixtures, per last report,	29,529 82	
29. For stations, buildings and fixtures paid during the past year,	—	—
30. Total amount expended for stations, buildings and fixtures,		29,529 82
31. For land, land-damages and fences, per last report,	101,977 56	
32. For land, land-damages and fences paid during the past year,	—	—

33. Total amount expended for land, land-damages, and fences,		\$101,977 56
34. For locomotives, per last report,	\$15,600 50	
35. For locomotives paid during the past year,	-	-
36. Total amount expended for locomotives,		15,600 50
37. For passenger and baggage cars, per last report,	17,026 19	
38. For passenger and baggage cars paid during the past year,	-	-
39. Total amount expended for passenger and baggage cars,		17,026 19
40. For merchandise cars, per last report,	6,709 34	
41. For merchandise cars paid during the past year,	-	-
42. Total amount expended for merchandise cars,		6,709 34
43. For engineering, per last report,	13,402 81	
44. For engineering paid during the past year,	-	-
45. Total amount expended for engineering,		13,402 81
46. For agencies and other expenses, per last report,	96,363 08	
47. For agencies and other expenses, paid during the past year,	-	-
48. Total amount expended for agencies and other expenses,		96,363 08
49. Total cost of road and equipment,		501,592 96
50. Amount of assets or property held by the corporation in addition to the cost of the road,	84,994 55	

CHARACTERISTICS OF ROAD.

51. Length of road,	11 5-10 miles.	
52. Length of single main track,	11 5-10 miles.	
53. Length of double main track,	-	-
54. Length of branches owned by the Company, stating whether they have a single or double track,	-	-
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	7,970 feet.	
56. Weight of rail, per yard, in main road,	52 lbs.	
57. Weight of rail, per yard, in branch roads (specify the different weights per yard,)	-	-
58. Maximum grade, with its length, in main road,	34 85-100 feet for 3½ miles.	
59. Maximum grade, with its length, in branch roads,	-	-
60. Total rise and fall in main road,	259 4-10 feet.	
61. Total rise and fall in branch roads,	-	-
62. Shortest radius of curvature, with length of curve, in main road,	447½ feet for 697½ feet, at junction Old Col. and Newport Railway.	
63. Shortest radius of curvature, with length of curve, in branch roads,		
64. Total degrees of curvature in main road,	702° 42'	
65. Total degrees of curvature in branch roads,	-	-
66. Total length of straight line in main road,	7 8-10 miles.	
67. Total length of straight line in branches,	-	-
68. Aggregate length of wooden truss bridges,	50 feet.	
69. Aggregate length of all other wooden bridges,	1,176 feet.	
70. Aggregate length of iron bridges,	-	-
71. Whole length of road unfenced on both sides,	½ mile.	
72. Number of public ways crossed at grade,	26	
73. Number of railroads crossed at grade,	-	-
74. Remarks,	-	-
75. Way stations for express trains,	-	-
76. Way stations for accommodation trains,	8	
77. Flag stations,	2	
78. Whole number of way stations,	8	
79. Whole number of flag stations,	2	

DOINGS DURING THE YEAR.

80. Miles run by passenger trains,	48,938	
81. Miles run by freight trains,	3,588	
82. Miles run by other trains,	328	
83. Total miles run,		47,849
84. Number of passengers carried in the cars,	223,128	
85. Number of passengers carried one mile,	2,008,152	
86. Number of tons of merchandise carried in the cars,	2,278	
87. Number of tons of merchandise carried one mile,	19,761	
88. Number of passengers carried one mile to and from other roads,	-	-
89. Number of tons carried one mile to and from other roads,	-	-
90. Rate of speed adopted for express passenger trains, including stops,	-	-
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-
92. Rate of speed adopted for accommodation trains,	22 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	22 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	-	-
95. Average rate of speed adopted for freight trains, including stops,	15 miles per hour.	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	-	-
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	-	-

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	\$9,976 82	
99. For repairs of wooden bridges,	2,514 23	
100. For wages of switchmen, average per month,		
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month,		
103. For wages of watchmen, average per month,		
104. Number of men employed, exclusive of those engaged in construction,	47	
105. For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,)	-	-
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-
107. Total for maintenance of way,		\$12,491 05

MOTIVE POWER AND CARS.

108. For repairs of locomotives,	\$4,739 03	
109. For new locomotives, to cover depreciation,	-	-
110. For repairs of passenger cars,	3,589 97	
111. For new passenger cars, to cover depreciation,	-	-
112. For repairs of merchandise cars,	720 00	
113. For new merchandise cars, to cover depreciation,	-	-
114. For repairs of gravel and other cars,	-	-
115. Total for maintenance of motive power and cars,		\$9,030 00
116. Number of engines,	3	
117. Number of passenger cars,	12	
118. Number of baggage cars,	2	

119. Number of merchandise cars,	8	
120. Number of gravel cars,	7	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz. :—	}	
1. Wood, number of cords, Cost of the same,		\$6,172 40
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,		441 30
122. For oil used by cars and engines,		—
123. For waste and other material for cleaning,		—
124. For salaries, wages and incidental expenses, chargeable to passenger department,		11,367 65
125. For salaries, wages and incidental expenses, chargeable to freight department,		3,800 00
126. For gratuities and damages,		6,845 75
127. For taxes and insurance,		3,975 52
128. For ferries,		—
129. For repairs of station buildings, aqueducts, fixtures, furniture,		614 27
130. For renewals of iron, including laying down,	}	Included in 98.
131. For new iron laid down, deducting the value of old iron taken up,		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		—
133. For amount paid other companies, as rent for use of their roads, specifying each company,		—
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		3,565 20
135. Total miscellaneous,		\$36,782 09
136. Total expenditures for working the road,		58,803 14
137. Total amount of interest paid during the year, [including sinking fund,]		12,184 25
INCOME DURING THE YEAR.		
138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company,		\$7,353 19
2. To and from other roads, specifying what, [Old Colony and Newport Railroad,]		71,972 72
139. For <i>Freight</i> :—		
1. On main road and branches owned by Co.,		1,118 58
2. To and from other connecting roads,		3,365 29
140. U. S. mails,		900 00
141. Rents,		149 35
142. Total income,		\$84,859 13
143. Net earnings, after deducting expenses,		26,555 99
DIVIDENDS.		
144. per cent. Total,		—
145. Surplus not divided,		\$14,371 74
146. Surplus last year,		32,972 81
147. Total surplus, [invested in rolling stock, coal, &c.,]		47,344 55
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—		
148. Of road and bridges,		—
149. Buildings,		—
150. Engines and cars,		—

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	\$150,000 00
152. Mortgage debt paid since last report,	-
153. Increase of mortgage debt since last report,	-
154. Present amount of mortgage debts,	-
155. Number of mortgages on road and franchise, or any property of the Corporation,	One.

T. HENRY PERKINS,
JOHN W. LOUD,
WARREN W. BARKER,
A. B. CHURCHILL,
Directors of the South Shore Railroad Corporation.

NORFOLK, ss. December 29, 1866. Then personally appeared T. Henry Perkins, John W. Loud and A. B. Churchill, and severally made oath to the truth of the foregoing statement by them subscribed.
Before WARREN W. BARKER, *Justice of the Peace.*

NORFOLK, ss. December 29, 1866. Then personally appeared Warren W. Barker and made oath to the truth of the foregoing statement by him subscribed.
Before JOHN W. LOUD, *Justice of the Peace.*

REPORT

OF THE

STOCKBRIDGE & PITTSFIELD RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$448,700 00
2. Number of shares of capital stock issued,	4,487	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	\$448,700 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		448,700 00
7. Funded debt, per last report,	}	
8. Funded debt paid since last report,		
9. Funded debt, increase of, since last report,		
10. Total present amount of funded debt,		
11. Floating debt, per last report,		
12. Floating debt paid since last report,		
13. Floating debt, increase of, since last report,		
14. Total present amount of floating debt,		
15. Total present amount of funded and floating debt,		
16. Average rate of interest per annum paid during the year,		
17. Maximum amount of debts during the year,		
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report,	\$154,263 00	
19. For graduation and masonry, paid during the past year,	-	-
20. Total amount expended for graduation and masonry,		\$154,263 00
21. For wooden bridges, per last report,	8,489 00	
22. For wooden bridges paid during the past year,	None.	
23. Total amount expended for wooden bridges,		8,489 00
24. Total amount expended for iron bridges, (if any,)	None.	
25. For superstructure, including iron, per last report,	163,418 00	
26. For superstructure, including iron paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		163,418 00
28. For stations, buildings and fixtures, per last report,	30,700 00	
29. For stations, buildings and fixtures paid during the past year,	None.	
30. Total amount expended for stations, buildings and fixtures,		30,700 00
31. For land, land-damages and fences, per last report,	70,000 00	
32. For land, land-damages and fences paid during the past year,	None.	

33. Total amount expended for land, land-damages and fences,		\$70,000 00
34. For locomotives, per last report,	None.	
35. For locomotives paid during the past year,	None.	
36. Total amount expended for locomotives,	None.	
37. For passenger and baggage cars, per last report,	4,100 00	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		4,100 00
40. For merchandise cars, per last report,	None.	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,	None.	
43. For engineering, per last report,	8,000 00	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		8,000 00
46. For agencies and other expenses, per last report,	9,735 00	
47. For agencies and other expenses, paid during the past year,	None.	
48. Total amount expended for agencies and other expenses,		9,735 00
49. Total cost of road and equipment,		448,700 00
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	27 shares of its stock.	

CHARACTERISTICS OF ROAD.

51. Length of road,	21 93-100 miles.
52. Length of single main track,	21 93-100 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	5,700 feet.
56. Weight of rail, per yard, in main road,	54, 56 and 60 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
58. Maximum grade, with its length, in main road,	Grade 42 ft.; l'gth, 92-100 ml.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	Rise, 262 feet; fall, 93 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	515 feet; length, 858 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	2,011°
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	11 46-100 miles.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	932 feet.
69. Aggregate length of all other wooden bridges,	20 feet.
70. Aggregate length of iron bridges,	None.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	21
73. Number of railroads crossed at grade,	None.
74. Remarks,	—
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	9
77. Flag stations,	1
78. Whole number of way stations,	9
79. Whole number of flag stations,	1

DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,		All trains are run by the Housatonic R. R. Company, and no separate account is kept.
81. Miles run by freight trains,		
82. Miles run by other trains,		
83. Total miles run,		
84. Number of passenger carried in the cars,		
85. Number of passengers carried one mile,		
86. Number of tons of merchandise carried in the cars,		
87. Number of tons of merchandise carried one mile,		
88. Number of passengers carried one mile, to and from other roads,		
89. Number of tons carried one mile, to and from other roads,		
90. Rate of speed adopted for express passenger trains, including stops,	No express trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	None.	
92. Rate of speed adopted for accommodation trains,	25 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	20 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	20 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,	6 miles per hour.	
96. Estimated weight, in tons, of passenger cars, (not including passengers,) hauled one mile,	-	
97. Estimated weight, in tons, of merchandise cars, (not including freight,) hauled one mile,	-	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	This road, as well as the Berkshire road, is managed exclusively by the Housatonic Railroad Co. While both roads are kept in perfect condition and repair, no separate account has been kept of the amount expended upon either, and it is impossible to answer the questions accurately, or in such a manner as to furnish any information to the legislature. We cannot even give an approximate.	
99. For repairs of wooden bridges,		
100. For wages of switchmen, average per month, \$		
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month,		
103. For wages of watchmen, average per month,		
104. Number of men employed, exclusive of those engaged in construction,		
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		
107. Total for maintenance of way,		
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	-	-
109. For new locomotives, to cover depreciation,	-	-
110. For repairs of passenger cars,	-	-
111. For new passenger cars, to cover depreciation,	-	-
112. For repairs of merchandise cars,	-	-
113. For new merchandise cars, to cover depreciation,	-	-
114. For repairs of gravel and other cars,	-	-
115. Total for maintenance of motive power and cars,	-	-
116. Number of engines,	-	-
117. Number of passenger cars,	-	-
118. Number of baggage cars,	-	-

119. Number of merchandise cars,	-	-
120. Number of gravel cars,	-	-
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz.:—	This road, as well as the Berkshire road, is managed exclusively by the Housatonic Railroad Co., and it is impossible to answer the questions.	
1. Wood, number of cords, Cost of the same,		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,		
122. For oil used by cars and engines,		
123. For waste and other material for cleaning,		
124. For salaries, wages and incidental expenses, chargeable to passenger department,		
125. For salaries, wages and incidental expenses, chargeable to freight department,		
126. For gratuities and damages,		
127. For taxes and insurance,		
128. For ferries,		
129. For repairs of station buildings, aqueducts, fixtures, furniture,		
130. For renewals of iron, including laying down,		
131. For new iron laid down, deducting the value of old iron taken up,		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		
133. For amount paid other companies, as rent for use of their roads, specifying each company,		
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		
135. Total miscellaneous,		
136. Total expenditures for working the road,		
137. Total amount of interest paid during the year,	-	-
INCOME DURING THE YEAR.		
138. For Passengers:—		
1. On main road, including branches owned by company,		
2. To and from other roads, specifying what,	-	-
139. For Freight:—		
1. On main road and branches owned by company,		
2. To and from other connecting roads,	-	-
140. U. S. mails,	-	-
141. Rents,	-	-
142. Total income,		\$31,409 00
143. Net earnings, after deducting expenses,	\$31,409 00	
DIVIDENDS.		
144. 7 per cent. Total, [less State and U. S. taxes,]		\$24,866 37
145. Surplus not divided,	} None.	
146. Surplus last year,		
147. Total surplus,		
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—		
148. Of road and bridges,	} None.	
149. Buildings,		
150. Engines and cars,		

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	} None.
152. Mortgage debt, paid since last report,	
153. Increase of mortgage debt, since last report,	
154. Present amount of mortgage debts,	
155. Number of mortgages on road and franchise, or any property of the corporation,	

• J. Z. GOODRICH,
CHAS. HUNT,
J. L. STUART,
Directors of the Housatonic Railroad Corporation.

FAIRFIELD COUNTY, ss. BRIDGEPORT, Ct., January 2, 1867. Then personally appeared Charles Hunt and John L. Stuart, and severally made oath to the truth of the foregoing statement by them subscribed.
Before C. K. AVERILL, *Notary Public.*

BERKSHIRE, ss. STOCKBRIDGE, January 2, 1867. Then personally appeared John Z. Goodrich, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.
Before JOS. R. FRENCH, *Justice of the Peace.*

REPORT
OF THE
STONEHAM BRANCH RAILROAD CORPORATION,
FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$35,000 00
2. Number of shares of capital stock issued,	350	
3. Increase of capital since last report,	—	—
4. Capital paid in, per last report,	\$33,255 00	
5. Capital paid in since last report,	—	—
6. Total amount of capital stock paid in,		33,255 00
7. Funded debt, per last report,	—	—
8. Funded debt paid since last report,	—	—
9. Funded debt, increase of, since last report,	—	—
10. Total present amount of funded debt,	—	—
11. Floating debt, per last report,	28,119 67	
12. Floating debt paid since last report,	—	—
13. Floating debt, increase of, since last report,	—	—
14. Total present amount of floating debt,		28,119 67
15. Total present amount of funded and floating debt,	—	—
16. Average rate of interest per annum, paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	—	—
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry per last report,	Built by contract for . \$48,047.07	
19. For graduation and masonry paid during the past year,		
20. Total amount expended for graduation and masonry,		
21. For wooden bridges, per last report,		
22. For wooden bridges paid during the past year,		
23. Total amount expended for wooden bridges,		
24. Total amount expended for iron bridges, (if any,)		
25. For superstructure, including iron, per last report,		
26. For superstructure, including iron, paid during the past year,		
27. Total amount expended for superstructure, including iron,		
28. For stations, buildings and fixtures, per last report,	\$12,930 58	
29. For stations, buildings and fixtures, paid during the past year,	—	—
30. Total amount expended for stations, buildings and fixtures,		\$12,930 58
31. For land, land-damages and fences, per last report,	11,677 69	
32. For land, land-damages and fences, paid during the past year,	—	—

33. Total amount expended for land, land-damages, and fences,		\$11,677 69
34. For locomotives, per last report,	-	-
35. For locomotives paid during the past year,	-	-
36. Total amount expended for locomotives,	-	-
37. For passenger and baggage cars, per last report,	-	-
38. For passenger and baggage cars paid during the past year,	-	-
39. Total amount expended for passenger and baggage cars,	-	-
40. For merchandise cars, per last report,	-	-
41. For merchandise cars paid during the past year,	-	-
42. Total amount expended for merchandise cars,	-	-
43. For engineering, per last report,	\$1,704 58	-
44. For engineering paid during the past year,	-	-
45. Total amount expended for engineering,	-	1,704 5
46. For agencies and other expenses, per last report,	13,632 53	-
47. For agencies and other expenses, paid during the past year,	-	-
48. Total amount expended for agencies and other expenses,	-	13,632 53
49. Total cost of road and equipment,	-	-
50. Amount of assets or property held by the corporation in addition to the cost of the road,	-	-

CHARACTERISTICS OF ROAD.

51. Length of road,	2 8-8 miles.	
52. Length of single main track,	-	-
53. Length of double main track,	-	-
54. Length of branches owned by the Company, stating whether they have a single or double track,	-	-
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	-	-
56. Weight of rail, per yard, in main road,	-	-
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	-	-
58. Maximum grade, with its length, in main road,	80 feet, 500 feet.	
59. Maximum grade, with its length, in branch roads,	-	-
60. Total rise and fall in main road,	-	-
61. Total rise and fall in branch roads,	-	-
62. Shortest radius of curvature, with length of curve, in main road,	715 feet, 300 feet.	
63. Shortest radius of curvature, with length of curve, in branch roads,	-	-
64. Total degrees of curvature in main road,	356°	
65. Total degrees of curvature in branch roads,	-	-
66. Total length of straight line in main road,	-	-
67. Total length of straight line in branches,	-	-
68. Aggregate length of wooden truss bridges,	170 feet.	
69. Aggregate length of all other wooden bridges,	-	-
70. Aggregate length of iron bridges,	-	-
71. Whole length of road unfenced on both sides,	-	-
72. Number of public ways crossed at grade,	9	
73. Number of railroads crossed at grade,	-	-
74. Remarks,	-	-
75. Way stations for express trains,	-	-
76. Way stations for accommodation trains,	1	
77. Flag stations,	2	
78. Whole number of way stations,	-	-
79. Whole number of flag stations,	-	-

DOINGS DURING THE YEAR.

- 80. Miles run by passenger trains,
- 81. Miles run by freight trains,
- 82. Miles run by other trains,
- 83. Total miles run,
- 84. Number of passengers carried in the cars,
- 85. Number of passengers carried one mile,
- 86. Number of tons of merchandise carried in the cars,
- 87. Number of tons of merchandise carried one mile,
- 88. Number of passengers carried one mile, to and from other roads,
- 89. Number of tons carried one mile, to and from other roads,
- 90. Rate of speed adopted for express passenger trains, including stops,
- 91. Average rate of speed actually attained by express passenger trains, including stops and detentions,
- 92. Rate of speed adopted for accommodation trains,
- 93. Rate of speed actually attained by accommodation trains, including stops and detentions,
- 94. Average rate of speed actually attained by special trains, including stops and detentions,
- 95. Average rate of speed adopted for freight trains, including stops,
- 96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,
- 97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,

Leased to Boston and Lowell Railroad.

EXPENDITURES FOR WORKING THE ROAD.

- 98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,
- 99. For repairs of wooden bridges,
- 100. For wages of switchmen, average per month, \$
- 101. For wages of gate-keepers, average per month,
- 102. For wages of signal-men, average per month,
- 103. For wages of watchmen, average per month,
- 104. Number of men employed, exclusive of those engaged in construction,
- 105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)
- 106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,
- 107. Total for maintenance of way,

MOTIVE POWER AND CARS.

- 108. For repairs of locomotives, - -
- 109. For new locomotives, to cover depreciation, - -
- 110. For repairs of passenger cars, - -
- 111. For new passenger cars, to cover depreciation, - -
- 112. For repairs of merchandise cars, - -
- 113. For new merchandise cars, to cover depreciation, - -
- 114. For repairs of gravel and other cars, - -
- 115. Total for maintenance of motive power and cars, - -
- 116. Number of engines, - -
- 117. Number of passenger cars, - -
- 118. Number of baggage cars, - -

- | | | |
|--|---|---|
| 119. Number of merchandise cars, | - | - |
| 120. Number of gravel cars, | - | - |

MISCELLANEOUS.

- | | | |
|---|---|----------|
| 121. For fuel used by engines during the year, viz. :— | } Leased to Boston and Lowell Railroad. | |
| 1. Wood, No. of cords, . . . Cost of the same, | | |
| 2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . Cost of the same, | | |
| 122. For oil used by cars and engines, | | |
| 123. For waste and other material for cleaning, | | |
| 124. For salaries, wages and incidental expenses, chargeable to passenger department, | | |
| 125. For salaries, wages and incidental expenses, chargeable to freight department, | | |
| 126. For gratuities and damages, | | |
| 127. For taxes and insurance, | | |
| 128. For ferries, | | |
| 129. For repairs of station buildings, aqueducts, fixtures, furniture, | | |
| 130. For renewals of iron, including laying down, | | |
| 131. For new iron laid down, deducting the value of old iron taken up, | | |
| 132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, | | |
| 133. For amount paid other companies, as rent for use of their roads, specifying each company, | | |
| 134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, | | |
| 135. Total miscellaneous, | | |
| 136. Total expenditures for working the road, | | |
| 137. Total amount of interest paid during the year, | | \$900 00 |

INCOME DURING THE YEAR.

- | | | |
|---|----------|---|
| 138. For Passengers :— | | |
| 1. On main road, including branches owned by company, | - | - |
| 2. To and from other roads, specifying what, | - | - |
| 139. For Freight :— | | |
| 1. On main road and branches owned by Co., | - | - |
| 2. To and from other connecting roads, | - | - |
| 140. U. S. mails, | - | - |
| 141. Rents, [as per lease,] | \$900 00 | |
| 142. Total income, | - | - |
| 143. Net earnings, after deducting expenses, | - | - |

DIVIDENDS.

- | | | |
|-------------------------------------|---|---|
| 144. per cent. Total, | - | - |
| 145. Surplus not divided, | - | - |
| 146. Surplus last year, | - | - |
| 147. Total surplus, | - | - |

**ESTIMATED DEPRECIATION BEYOND THE RENEWALS,
VIZ. :—**

- | | | |
|-------------------------------------|---|---|
| 148. Of road and bridges, | - | - |
| 149. Buildings, | - | - |
| 150. Engines and cars, | - | - |

MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	\$31,617 78	
152. Mortgage debt paid since last report,	-	-
153. Increase of mortgage debt since last report,	-	-
154. Present amount of mortgage debts,	31,617 78	
155. Number of mortgages on road and franchise, or any property of the corporation,	-	-

F. B. CROWNINSHIELD,
H. HOSFORD,
J. G. ABBOTT,

Directors of the Boston and Lowell Railroad Corporation.

SUFFOLK, ss. December 26, 1866. Then personally appeared F. B. Crowninshield, and made oath to the truth of the foregoing statement, by him subscribed.

Before J. THOS. STEVENSON, *Justice of the Peace.*

SUFFOLK, ss. January 3d, 1867. H. Hosford then personally appeared, and made oath to the above.

JOHN B. WINSLOW, *Justice of the Peace.*

SUFFOLK, ss. January 3d, 1867. Then personally appeared J. G. Abbott, and made oath to the truth of the foregoing statement by him subscribed.

Before me, JABEZ A. SAWYER, *Justice of the Peace.*

REPORT

OF THE

STONY BROOK RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock, [by charter, \$300,000.00 ; by vote, \$275,000.00 ; stock issued, \$267,300.00,]		\$267,300 00
2. Number of shares of capital stock issued, . . .	2,673	
3. Increase of capital since last report, . . .	Nothing.	
4. Capital paid in, per last report, . . .	\$267,300 00	
5. Capital paid in since last report, . . .	Nothing.	
6. Total amount of capital stock paid in, . . .		267,300 00
7. Funded debt, per last report, . . .	Nothing.	
8. Funded debt paid since last report, . . .	Nothing.	
9. Funded debt, increase of since last report, . . .	Nothing.	
10. Total present amount of funded debt, . . .	Nothing.	
11. Floating debt, per last report, . . .	Nothing.	
12. Floating debt paid since last report, . . .	Nothing.	
13. Floating debt, increase of since last report, . . .	Nothing.	
14. Total present amount of floating debt, . . .	Nothing.	
15. Total present amount of funded and floating debt, . . .	Nothing.	
16. Average rate of interest per annum, paid during the year, . . .	Nothing.	
17. Maximum amount of debts during the year, . . .	Nothing.	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report, . . .	\$82,898 72	
19. For graduation and masonry paid during the past year, . . .	Nothing.	
20. Total am't expended for graduation and masonry, . . .		\$82,898 72
21. For wooden bridges, per last report, . . .	3,600 03	
22. For wooden bridges paid during the past year, . . .	Nothing.	
23. Total amount expended for wooden bridges, . . .		3,600 03
24. Total amount expended for iron bridges, (if any,) . . .	Nothing.	
25. For superstructure, including iron, per last report, . . .	118,197 05	
26. For superstructure, including iron, paid during the past year, . . .	Nothing.	
27. Total amount expended for superstructure, including iron, . . .		118,197 05
28. For stations, buildings and fixtures, per last report, . . .	11,462 51	
29. For stations, buildings and fixtures, paid during the past year, . . .	Nothing.	
30. Total amount expended for stations, buildings and fixtures, . . .		11,462 51
31. For land, land-damages and fences, per last report, . . .	25,654 84	
32. For land, land-damages and fences, paid during the past year, . . .	Nothing.	

33. Total amount expended for land, land-damages, and fences,		\$25,654 84
34. For locomotives, per last report,	Nothing.	
35. For locomotives paid during the past year,	Nothing.	
36. Total amount expended for locomotives,	Nothing.	
37. For passenger and baggage cars, per last report,	Nothing.	
38. For passenger and baggage cars paid during the past year,	Nothing.	
39. Total amount expended for passenger and baggage cars,	Nothing.	
40. For merchandise cars, per last report,	Nothing.	
41. For merchandise cars paid during the past year,	Nothing.	
42. Total amount expended for merchandise cars,	Nothing.	
43. For engineering, per last report,	\$8,249 72	
44. For engineering paid during the past year,	Nothing.	
45. Total amount expended for engineering,		8,249 72
46. For agencies and other expenses, per last report,	17,320 70	
47. For agencies and other expenses paid during the past year,	Nothing.	
48. Total amount expended for agencies and other expenses,		17,320 70
49. Total cost of road and equipment,		\$267,388 57
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	Nothing.	

CHARACTERISTICS OF ROAD.

51. Length of road,	13 16-100 miles.
52. Length of single main track,	13 16-100 miles.
53. Length of double main track,	Nothing.
54. Length of branches owned by the Company, stating whether they have a single or double track,	Nothing.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	4,949 feet.
56. Weight of rail, per yard, in main road,	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	Nothing.
58. Maximum grade, with its length, in main road,	39 61-100 ft.; 1 36-100 mls.
59. Maximum grade, with its length, in branch roads,	Nothing.
60. Total rise and fall in main road,	207 59-100 feet.
61. Total rise and fall in branch roads,	Nothing.
62. Shortest radius of curvature, with length of curve, in main road,	955 21-100 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	Nothing.
64. Total degrees of curvature, in main road,	612°
65. Total degrees of curvature, in branch roads,	Nothing.
66. Total length of straight line, in main road,	8 59-100 miles.
67. Total length of straight line, in branches,	Nothing.
68. Aggregate length of wooden truss bridges,	Nothing.
69. Aggregate length of all other wooden bridges,	510 feet.
70. Aggregate length of iron bridges,	Nothing.
71. Whole length of road unfenced on both sides,	Nothing.
72. Number of public ways crossed at grade,	13
73. Number of railroads crossed at grade,	1
74. Remarks,	Nothing.
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	4
77. Flag stations,	4
78. Whole number of way stations,	4
79. Whole number of flag stations,	4

DOINGS DURING THE YEAR.

80. Miles run by passenger trains,
81. Miles run by freight trains,
82. Miles run by other trains,
83. Total miles run,
84. Number of passengers carried in the cars,
85. Number of passengers carried one mile,
86. Number of tons of merchandise carried in the cars,
87. Number of tons of merchandise carried one mile,
88. Number of passengers carried one mile, to and from other roads,
89. Number of tons carried one mile, to and from other roads,
90. Rate of speed adopted for express passenger trains, including stops,
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,
92. Rate of speed adopted for accommodation trains,
93. Rate of speed actually attained by accommodation trains, including stops and detentions,
94. Average rate of speed actually attained by special trains, including stops and detentions,
95. Average rate of speed adopted for freight trains, including stops,
96. Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile,
97. Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile,

Operated by the Nashua and Lowell Railroad Corporation under a contract, a copy of which accompanied the return of this Railway for 1861.

Reported by the Nashua and Lowell Railroad.

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,
99. For repairs of wooden bridges,
100. For wages of switchmen, average per month, \$
101. For wages of gate-keepers, average per month,
102. For wages of signal-men, average per month,
103. For wages of watchmen, average per month,
104. Number of men employed, exclusive of those engaged in construction,
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,
107. Total for maintenance of way,

Reported by the Nashua and Lowell Railroad.

MOTIVE POWER AND CARS.

108. For repairs of locomotives,
109. For new locomotives, to cover depreciation,
110. For repairs of passenger cars,
111. For new passenger cars, to cover depreciation,
112. For repairs of merchandise cars,
113. For new merchandise cars, to cover depreciation,
114. For repairs of gravel and other cars,
115. Total for maintenance of motive power and cars,
116. Number of engines,
117. Number of passenger cars,
118. Number of baggage cars,

Reported by the Nashua and Lowell Railroad.

119. Number of merchandise cars,	}	Reported by the Nashua and Lowell Railroad.
120. Number of gravel cars,		

MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—	}		
1. Wood, number of cords, Cost of the same,			
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,	}	Reported by the Nashua and Lowell Railroad.	
122. For oil used by cars and engines,			
123. For waste and other material for cleaning,			
124. For salaries, wages, and incidental expenses, chargeable to passenger department,			
125. For salaries, wages, and incidental expenses, chargeable to freight department,			
126. For gratuities and damages,			
127. For taxes and insurance,		\$2,957 18	
128. For ferries,		—	—
129. For repairs of station buildings, aqueducts, fixtures, furniture,		—	—
130. For renewals of iron, including laying down,		—	—
131. For new iron laid down, deducting the value of old iron taken up,		—	—
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		—	—
133. For amount paid other companies, as rent for use of their roads, specifying each company,		—	—
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		160 42	
135. Total miscellaneous,			\$3,117 60
136. Total expenditures for working the road,		—	—
137. Total amount of interest paid during the year,		—	—

INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—			
1. On main road, including branches owned by company,	—	—	
2. To and from other roads, specifying what,	—	—	
139. For <i>Freight</i> :—			
1. On main road, and branches owned by Company,	—	—	
2. To and from other connecting roads,	—	—	
140. U. S. mails,	—	—	
141. Rents,	\$17,700 00		
142. Total income,		\$17,700 00	
143. Net earnings, after deducting expenses,	14,582 40		

DIVIDENDS.

144. 5 per cent. Total, [including U. S. tax of \$703.42,]	\$14,068 42		
145. Surplus not divided,	513 98		
146. Surplus last year,	—	—	
147. Total surplus,		\$513 98	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,
VIZ.:—

148. Of road and bridges,	Nothing.
149. Buildings,	Nothing.
150. Engines and cars,	Nothing.

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	None.
152. Mortgage debt paid since last report,	Nothing.
153. Increase of mortgage debt since last report,	Nothing.
154. Present amount of mortgage debts,	Nothing.
155. Number of mortgages on road and franchise, or any property of the Corporation,	Nothing.

F. B. CROWNINSHIELD,
DANIEL S. RICHARDSON,
HENRY SIGOURNEY,
EDWARD SPALDING,

Directors of the Nashua and Lowell Railroad Corporation.

SUFFOLK, ss. December 26, 1866. Then personally appeared F. B. Crowninshield, Daniel S. Richardson, Henry Sigourney and Edward Spalding, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

J. THOS. STEVENSON, *Justice of the Peace.*

REPORT
OF THE
STOUGHTON BRANCH RAILROAD CORPORATION,
FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$85,400 00
2. Number of shares of capital stock issued,	854	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	\$85,400 00	
5. Capital paid in since last report,	Nothing.	
6. Total amount of capital stock paid in,		85,400 00
7. Funded debt, per last report,	} No debts.	
8. Funded debt paid since last report,		
9. Funded debt, increase of, since last report,		
10. Total present amount of funded debt,		
11. Floating debt, per last report,		
12. Floating debt paid since last report,		
13. Floating debt, increase of, since last report,		
14. Total present amount of floating debt,		
15. Total present amount of funded and floating debt,		
16. Average rate of interest per annum paid during the year,		
17. Maximum amount of debts during the year,		
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$38,401 98	
19. For graduation and masonry paid during the past year,	Nothing.	
20. Total am't expended for graduation and masonry,		\$38,401 98
21. For wooden bridges, per last report,	1,770 06	
22. For wooden bridges paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,		1,770 06
24. Total amount expended for iron bridges, (if any,)	Nothing.	
25. For superstructure, including iron, per last report,	32,577 96	
26. For superstructure, including iron, paid during the past year,	1,022 41	
27. Total amount expended for superstructure, including iron,		33,600 37
28. For stations, buildings and fixtures, per last report,	12,621 77	
29. For stations, buildings and fixtures paid during the past year,	905 40	
30. Total amount expended for stations, buildings and fixtures,		13,527 17
31. For land, land-damages and fences, per last report,	8,945 51	
32. For land, land-damages and fences paid during the past year,	Nothing.	

33. Total amount expended for land, land-damages, and fences,	\$8,945 51
34. For locomotives, per last report,	} Road operated by B. & P. Railroad Company.
35. For locomotives paid during the past year,	
36. Total amount expended for locomotives,	\$4,800 00
37. For passenger and baggage cars, per last report,	Nothing.
38. For passenger and baggage cars paid during the past year,	
39. Total amount expended for passenger and baggage cars,	4,800 00
40. For merchandise cars, per last report,	} No merchandise cars.
41. For merchandise cars paid during the past year,	
42. Total amount expended for merchandise cars,	
43. For engineering, per last report,	2,887 50
44. For engineering paid during the past year,	Nothing.
45. Total amount expended for engineering,	2,887 50
46. For agencies and other expenses, per last report,	} Road operated by B. & P. Railroad Company.
47. For agencies and other expenses paid during the past year,	
48. Total amount expended for agencies and other expenses,	
49. Total cost of road and equipment,	\$103,932 59
50. Amount of assets or property held by the corporation in addition to the cost of the road,	-

CHARACTERISTICS OF ROAD.

51. Length of road,	4 miles, 222 feet.
52. Length of single main track,	4 miles, 222 feet.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	No branches.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	3,274 feet.
56. Weight of rail, per yard, in main road,	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	No branch roads.
58. Maximum grade, with its length, in main road,	46 feet per mile for 740 feet.
59. Maximum grade, with its length in branch roads,	None.
60. Total rise and fall in main road,	135 50-100 feet.
61. Total rise and fall in branch roads,	None.
62. Shortest radius of curvature, with length of curve, in main road,	} 1,080 radius ; length of curvature, 682 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	
64. Total degrees of curvature in main road,	No branch roads.
65. Total degrees of curvature in branch roads,	172°
66. Total length of straight line in main road,	None.
67. Total length of straight line in branches,	2 miles, 207 feet.
68. Aggregate length of wooden truss bridges,	None.
69. Aggregate length of all other wooden bridges,	50 feet 6 inches.
70. Aggregate length of iron bridges,	No other.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	None except crossings.
73. Number of railroads crossed at grade,	6
74. Remarks,	None.
75. Way stations for express trains,	No accidents.
76. Way stations for accommodation trains,	No express trains.
77. Flag stations,	3
78. Whole number of way stations,	None.
79. Whole number of flag stations,	3
	None.

DOINGS DURING THE YEAR.		
80. Miles run by passenger trains, }	5,008	
81. Miles run by freight trains, } [connected,]		
82. Miles run by other trains, [horse car,]	8,248	
83. Total miles run,		8,256
84. Number of passengers carried in the cars,	121,746.5	
85. Number of passengers carried one mile,	364,739	
86. Number of tons of merchandise carried in the cars,	46,216.41	
87. Number of tons of merchandise carried one mile,	104,497.37	
88. Number of passengers carried one mile, to and from other roads,	104,491.50	
89. Number of tons carried one mile, to and from other roads,	94,800.41	
90. Rate of speed adopted for express passenger trains, including stops,	} No express trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		
92. Rate of speed adopted for accommodation trains,	18 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	18 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	No special trains.	
95. Average rate of speed adopted for freight trains, including stops,	} Passenger and freight connected.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,		
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	} Cars furnished principally and operated by B. & P. R. R. Co. by contract.	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	} Done by B. & P. R. R. Co.	
99. For repairs of wooden bridges,		
100. For wages of switchmen, average per month, \$		
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month,		
103. For wages of watchmen, average per month,		
104. Number of men employed, exclusive of those engaged in construction,		
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		
107. Total for maintenance of way,		
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	} Furnished by B. & Prov. R. R. Co.	
109. For new locomotives, to cover depreciation,		
110. For repairs of passenger cars,	} \$477 96	
111. For new passenger cars, to cover depreciation,		
112. For repairs of merchandise cars,	} Nothing.	
113. For new merchandise cars, to cover depreciation,		
114. For repairs of gravel and other cars,	} \$477 96	
115. Total for maintenance of motive power and cars,		
116. Number of engines,	None.	
117. Number of passenger cars,	2	

118. Number of baggage cars,	} None.	
119. Number of merchandise cars,		
120. Number of gravel cars,		
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz.:—	} Furnished by B. & P. R. R. Co.	
1. Wood, No. of cords, Cost of the same,		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,		
122. For oil used by cars and engines,		
123. For waste and other material for cleaning,		
124. For salaries, wages and incidental expenses, chargeable to passenger department,		
125. For salaries, wages and incidental expenses, chargeable to freight department,		
126. For gratuities and damages,		
127. For taxes and insurance, [viz., insurance, \$20.00, government tax, \$1,086.19; State tax, \$1,250.93,]		\$2,357 12
128. For ferries,		Nothing.
129. For repairs of station buildings, aqueducts, fixtures, furniture,	905 40	
130. For renewals of iron, including laying down,	67 20	
131. For new iron laid down, deducting the value of old iron taken up,	1,022 41	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [B. & P. R. R. Co.,]	4,338 96	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	Nothing.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	3,159 90	
135. Total miscellaneous,		\$11,850 99
136. Total expenditures for working the road,		\$12,328 95
137. Total amount of interest paid during the year,	Nothing.	
INCOME DURING THE YEAR.		
138. For Passengers:—		
1. On main road including branches owned by Company,	\$1,517 65	
2. To and from other roads, specifying what, [Boston and Providence R. R. Co.,]	11,315 66	
139. For Freight:—		
1. On main road and branches owned by company,	540 60	
2. To and from other connecting roads,	7,526 02	
140. U. S. mails,	395 55	
141. Rents, [and interest,]	1,272 05	
142. Total income,		22,567 53
143. Net earnings, after deducting expenses,		\$10,238 58
DIVIDENDS.		
144. 10 per cent. Total,	\$8,540 00	
145. Surplus not divided,	1,698 58	
146. Surplus last year,	10,016 41	
147. Total surplus,		\$11,714 99

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,										
VIZ. :—										
148.	Of road and bridges,	.	.	.	.	.	.	} Nothing.		
149.	Buildings,	.	.	.	.	.	.
150.	Engines and cars,	.	.	.	.	.	.
MORTGAGE DEBTS.										
151.	Amount of debt secured by mortgage of road and franchise, or any property of the Corporation, per last report,	.	.	.	.	.	.	} No debts.		
152.	Mortgage debt paid since last report,	.	.	.	.	.	.
153.	Increase of mortgage debt since last report,	.	.	.	.	.	.
154.	Present amount of mortgage debts,	.	.	.	.	.	.
155.	Number of mortgages on road and franchise, or any property of the Corporation,	.	.	.	.	.	.

NATH'L MORTON,
F. W. LINCOLN,
MARTIN WALES,
Directors of the Stoughton Branch Railroad Corporation.

SUFFOLK, ss. December 29, 1866. Then personally appeared F. W. Lincoln, and made oath to the truth of the foregoing statement by him subscribed.
Before S. T. SNOW, *Justice of the Peace.*

NORFOLK, ss. December 29, 1866. Then personally appeared Nathaniel Morton and Martin Wales, and made oath to the truth of the foregoing statement by them subscribed.
Before me, CLIFFORD KEITH, *Justice of the Peace.*

R E P O R T

OF THE

TAUNTON BRANCH RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$250,000 00
2. Number of shares of capital stock issued,	2,500	
3. Increase of capital since last report,	None.	
4. Capital paid in, per last report,	\$250,000 00	
5. Capital paid in since last report,	None.	
6. Total amount of capital stock paid in,		250,000 00
7. Funded debt, per last report,	None.	
8. Funded debt paid since last report,	None.	
9. Funded debt, increase of, since last report,	None.	
10. Total present amount of funded debt,	None.	
11. Floating debt, per last report,	None.	
12. Floating debt paid since last report,	None.	
13. Floating debt, increase of, since last report,	None.	
14. Total present amount of floating debt,	None.	
15. Total present amount of funded and floating debt,	None.	
16. Average rate of interest per annum paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	3,000 00	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$89,855 38	
19. For graduation and masonry paid during the past year,	None.	
20. Total am't expended for graduation and masonry,		\$89,855 38
21. For wooden bridges, per last report,	None.	
22. For wooden bridges, paid during the past year,	None.	
23. Total amount expended for wooden bridges,	None.	
24. Total amount expended for iron bridges (if any,)	None.	
25. For superstructure, including iron, per last report,	92,248 56	
26. For superstructure, including iron, paid during the past year,	None.	
27. Total amount expended for superstructure, including iron,		92,248 56
28. For stations, buildings and fixtures, per last report,	48,720 52	
29. For stations, buildings and fixtures paid during the past year,	32,919 07	
30. Total amount expended for stations, buildings and fixtures,		81,639 59
31. For land, land-damages and fences, per last report,	30,769 61	
32. For land, land-damages and fences paid during the past year,	None.	

33. Total amount expended for land, land-damages and fences,		\$30,769 61
34. For locomotives, per last report,	\$16,383 67	
35. For locomotives paid during the past year,	None.	
36. Total amount expended for locomotives,		16,383 67
37. For passenger and baggage cars, per last report,	9,421 66	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		9,421 66
40. For merchandise cars, per last report,	2 2 15	
41. For merchandise cars paid during the past year,	None.	
42. Total amount expended for merchandise cars,		13,922 15
43. For engineering, per last report,	13,539 27	
44. For engineering paid during the past year,	None.	
45. Total amount expended for engineering,		13,539 27
46. For agencies and other expenses, per last report,	-	-
47. For agencies and other expenses paid during the past year,	-	-
48. Total amount expended for agencies and other expenses,	-	-
		<hr/>
		\$347,779 89
[Charged off for depreciation,]		97,779 89
		<hr/>
49. Total cost of road and equipment,		\$250,000 00
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	35,695 16	
CHARACTERISTICS OF ROAD.		
51. Length of road,	11 1-10 miles.	
52. Length of single main track,	11 1-10 miles.	
53. Length of double main track,	None.	
54. Length of branches owned by the Company, stating whether they have a single or double track,	3,000 feet, single track.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	6,400 feet.	
56. Weight of rail, per yard, in main road,	58 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	57 lbs.	
58. Maximum grade, with its length, in main road,	29 feet in 3,000.	
59. Maximum grade, with its length, in branch roads,	35 feet per mile; 400 feet.	
60. Total rise and fall in main road,	123 feet.	
61. Total rise and fall in branch roads,	9 feet.	
62. Shortest radius of curvature, with length of curve, in main road,	800 feet in 1,000 feet.	
63. Shortest radius of curvature, with length of curve, in branch roads,	250 feet in 300 feet.	
64. Total degrees of curvature in main road,	70°	
65. Total degrees of curvature in branch roads,	87° 45'	
66. Total length of straight line in main road,	11 miles.	
67. Total length of straight line in branches,	2,200 feet.	
68. Aggregate length of wooden truss bridges,	None.	
69. Aggregate length of all other wooden bridges,	None.	
70. Aggregate length of iron bridges,	None.	
71. Whole length of road unfenced on both sides,	900 feet.	
72. Number of public ways crossed at grade,	19	
73. Number of railroads crossed at grade,	None.	
74. Remarks,	-	-
75. Way stations for express trains,	None.	
76. Way stations for accommodation trains,	1	
77. Flag stations,	3	

78. Whole number of way stations,	1	
79. Whole number of flag stations,	3	
DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,	32,862	
81. Miles run by freight trains,	17,263	
82. Miles run by other trains,	154	
83. Total miles run,		50,279
84. Number of passengers carried in the cars,	208,466	
85. Number of passenger carried one mile,	2,198,107	
86. Number of tons of merchandise carried in the cars,	81,347	744-2,000 tons.
87. Number of tons of merchandise carried one mile,	883,801	1,696-2,000 tons.
88. Number of passengers carried one mile, to and from other roads,	2,036,170	
89. Number of tons carried one mile, to and from other roads,	860,941	606-2,000 tons.
90. Rate of speed adopted for express passenger trains, including stops,	No express trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	No express trains.	
92. Rate of speed adopted for accommodation trains,	25 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	No special trains.	
95. Average rate of speed adopted for freight trains, including stops,	15 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	1,577,000	
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile,	3,966,600	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$6,118 86	
99. For repairs of wooden bridges,	-	-
100. For wages of switchmen, average per month,	\$45 00	Total, 3,209 80
101. For wages of gate-keepers, average per month,	15 00	
102. For wages of signal-men, average per month,	10 00	
103. For wages of watchmen, average per month,	45 00	
104. Number of men employed, exclusive of those engaged in construction,	57	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	35 83	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	233 60	
107. Total for maintenance of way,		\$9,598 09
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	\$5,805 31	
109. For new locomotives, to cover depreciation,	None.	
110. For repairs of passenger cars,	1,894 54	
111. For new passenger cars, to cover depreciation,	5,470 16	
112. For repairs of merchandise cars,	2,257 89	
113. For new merchandise cars, to cover depreciation,	7,624 55	
114. For repairs of gravel and other cars,	None.	
115. Total for maintenance of motive power and cars,		\$23,052 45

116. Number of engines,	3	
117. Number of passenger cars,	8	
118. Number of baggage cars,	4	
119. Number of merchandise cars,	76	
120. Number of gravel cars,	2	
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 847. Cost of the same,	\$12,713 58	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 770. Cost of the same,		
122. For oil used by cars and engines,	1,812 34	
123. For waste and other material for cleaning,		
124. For salaries, wages and incidental expenses, chargeable to passenger department,	10,763 67	
125. For salaries, wages and incidental expenses, chargeable to freight department,	13,727 48	
126. For gratuities and damages,	1,659 11	
127. For taxes and insurance,	8,386 75	
128. For ferries,	None.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	4,031 15	
130. For renewals of iron, including laying down,	4,761 75	
131. For new iron laid down, deducting the value of old iron taken up,	None.	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	114,190 03	
[Boston and Providence Railroad Company,]		
133. For amount paid other companies, as rent for use of their roads, specifying each company,	None.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	8,804 59	
135. Total miscellaneous,		\$180,850 40
136. Total expenditures for working the road,		213,500 94
137. Total amount of interest paid during the year,	—	—
INCOME DURING THE YEAR.		
138. For Passengers :—		
1. On main road, including branches owned by company,	\$5,421 49	
2. To and from other roads, specifying what,	128,417 72	
139. For Freight :—		
1. On main road and branches owned by company,	1,221 76	
2. To and from other connecting roads,	106,072 28	
140. U. S. mails,	2,050 00	
141. Rents, [and interest,]	492 64	
142. Total income,		\$243,675 89
143. Net earnings, after deducting expenses,	30,174 95	
DIVIDENDS.		
144. 8 per cent. Total, [8 per cent. and tax,]	\$21,052 62	
145. Surplus not divided,	9,122 33	

146. Surplus last year,	\$48,277 37	
147. Total surplus, [\$57,399.70; land sold, \$100.00,] [Deduct cost of new station at Taunton,] .		\$57,499 70 32,919 07 <hr/> \$24,580 63
 ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :—		
148. Of road and bridges,	} None.	
149. Buildings,		
150. Engines and cars,		
 MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corpora- tion, per last report,	} None.	
152. Mortgage debt paid since last report,		
153. Increase of mortgage debt since last report,		
154. Present amount of mortgage debts,		
155. Number of mortgages on road and franchise, or any property of the Corporation,		

ACCIDENT.

August 30, 1866.—Oliver Phillips attempted to jump on a train while in motion, fell between the cars and platform, had both legs broken, and died in about four hours.

WM. A. CROCKER,
N. H. EMMONS,
THOMAS B. WALES,
WILLARD LOVERING,
JAS. M. BEEBE,
Directors of the Taunton Branch Railroad Corporation.

SUFFOLK, ss. December 27, 1866. Then personally appeared W. A. Crocker, N. H. Emmons, T. B. Wales, Willard Lovering and J. M. Beebe, and severally made oath to the truth of the foregoing statement, by them subscribed.
Before E. PICKERING, *Justice of the Peace.*

R E P O R T

OF THE

VERMONT AND MASSACHUSETTS R. R. CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock, [including the Greenfield Branch and Vermont portion,]		\$3,200,000 00
2. Number of shares of capital stock issued,	28,600	
3. Increase of capital since last report,	Nothing.	
4. Capital paid in, per last report,	\$2,860,000 00	
5. Capital paid in since last report,	Nothing.	
6. Total amount of capital stock paid in,		2,860,000 00
7. Funded debt, per last report,	558,955 00	
8. Funded debt paid since last report,	7,305 00	
9. Funded debt, increase of, since last report,	Nothing.	
10. Total present amount of funded debt,		551,650 00
11. Floating debt, per last report,	Nothing.	
12. Floating debt paid since last report,	Nothing.	
13. Floating debt, increase of, since last report,	Nothing.	
14. Total present amount of floating debt,	Nothing.	
15. Total present amount of funded and floating debt,		551,650 00
16. Average rate of interest per annum paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	551,650 00	
[Unclaimed dividends,]	5,201 00	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$1,461,322 12	
19. For graduation and masonry paid during the past year,	Nothing.	
20. Total am't expended for graduation and masonry,		\$1,461,322 12
21. For wooden bridges, per last report,	199,395 31	
22. For wooden bridges paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,		199,395 31
24. Total amount expended for iron bridges, (if any,)	Nothing.	
25. For superstructure, including iron, per last report,	600,422 01	
26. For superstructure, including iron, paid during the past year,	Nothing.	
27. Total amount expended for superstructure, including iron,		600,422 01
28. For stations, buildings and fixtures, per last report,	129,274 36	
29. For stations, buildings and fixtures paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,		129,274 36
31. For land, land-damages and fences, per last report,	178,062 75	
32. For land, land-damages and fences paid during the past year,	700 00	

33. Total amount expended for land, land-damages and fences,		\$178,762 75
34. For locomotives, per last report,	\$95,638 62	
35. For locomotives paid during the past year,	Nothing.	
36. Total amount expended for locomotives,		95,638 62
37. For passenger and baggage cars, per last report,	20,190 00	
38. For passenger and baggage cars paid during the past year,	Nothing.	
39. Total amount expended for passenger and baggage cars,		20,190 00
40. For merchandise cars, per last report,	91,514 89	
41. For merchandise cars paid during the past year,	Nothing.	
42. Total amount expended for merchandise cars,		91,514 89
43. For engineering, per last report,	56,872 04	
44. For engineering paid during the past year,	Nothing.	
45. Total amount expended for engineering,		56,872 04
46. For agencies and other expenses, per last report,	385,441 33	
47. For agencies and other expenses paid during the past year,	Nothing.	
48. Total amount expended for agencies and other expenses,		385,441 33
[Charged to Greenfield Branch, in addition to above,]		248,495 08
49. Total cost of road and equipment,		\$3,466,429 51
50. Amount of assets or property held by the corporation, in addition to the cost of the road, [Cash, loans and sundry accounts,]	84,494 96	
[\$28,000 Vt. and Mass. Railroad bonds,]	26,896 91	
[\$7,000 Vt. and Mass. Railroad bonds in sinking fund,]	7,000 00	
		\$117,891 87

CHARACTERISTICS OF ROAD.

51. Length of road,	69 miles, 1,660 feet.
52. Length of single main track,	69 miles, 1,660 feet.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	8 miles, single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	About 5½ miles.
56. Weight of rail, per yard, in main road,	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	56 lbs.
58. Maximum grade, with its length, in main road,	58 feet for 1 6-10 miles.
59. Maximum grade, with its length, in branch roads,	45 feet for 3½ miles.
60. Total rise and fall in main road,	808 feet; fall 990 feet.
61. Total rise and fall in branch roads,	81 feet; fall 168 feet.
62. Shortest radius of curvature, with length of curve, in main road,	{ 1,000 feet for 1,900 feet, except at Grout's, where it is 924 feet for 1,200 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	
64. Total degrees of curvature in main road,	1,000 feet for 400 feet.
65. Total degrees of curvature in branch roads,	3,814°
66. Total length of straight line in main road,	607°
67. Total length of straight line in branches,	27½ miles.
68. Aggregate length of wooden truss bridges,	3 9-10 miles.
69. Aggregate length of all other wooden bridges,	6,738 feet.
70. Aggregate length of iron bridges, [stone,]	300 feet.
71. Whole length of road unfenced on both sides,	None.
72. Number of public ways crossed at grade,	None.
73. Number of railroads crossed at grade,	60
	1

74. Remarks,	None.
75. Way stations for express trains,	No such trains.
76. Way stations for accommodation trains,	18
77. Flag stations,	3
78. Whole number of way stations,	18
79. Whole number of flag stations,	3
DOINGS DURING THE YEAR.	
80. Miles run by passenger trains,	90,055
81. Miles run by freight trains,	66,101
82. Miles run by other trains,	1,965
83. Total miles run,	158,121
84. Number of passengers carried in the cars,	192,496
85. Number of passengers carried one mile,	3,735,928
86. Number of tons of merchandise carried in the cars,	145,945 180-1,000
87. Number of tons of merchandise carried one mile,	2,755,329 810-1,000
88. Number of passengers carried one mile, to and from other roads,	2,204,052
89. Number of tons carried one mile, to and from other roads,	2,450,089 493-1,000
90. Rate of speed adopted for express passenger trains, including stops,	No such trains.
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	No such trains.
92. Rate of speed adopted for accommodation trains,	22 miles per hour.
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles per hour.
94. Average rate of speed actually attained by special trains, including stops and detentions,	25 miles per hour.
95. Average rate of speed adopted for freight trains, including stops,	10 miles per hour.
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	3,321,072
97. Estimated weight in tons of merchandise cars (not including freight,) hauled one mile,	5,972,346
EXPENDITURES FOR WORKING THE ROAD.	
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$46,096 65
99. For repairs of wooden bridges,	4,123 27
100. For wages of switchmen, average per month, \$45 00	Total, 5,246 28
101. For wages of gate-keepers, average per month, 20 00	
102. For wages of signal-men, average per month, 33 50	
103. For wages of watchmen, average per month, 48 00	
104. Number of men employed, exclusive of those engaged in construction,	189
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	171 33
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	1,488 96
107. Total for maintenance of way,	\$57,126 49
MOTIVE POWER AND CARS.	
108. For repairs of locomotives,	\$15,819 17
109. For new locomotives, to cover depreciation,	None.
110. For repairs of passenger cars,	9,362 74
111. For new passenger cars, to cover depreciation,	9,578 00

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112. For repairs of merchandise cars,	\$12,098 75	
113. For new merchandise cars, to cover depreciation, .	None.	
114. For repairs of gravel and other cars,	701 02	
115. Total for maintenance of motive power and cars,		\$47,559 68
116. Number of engines,	11	
117. Number of passenger cars,	10	
118. Number of baggage cars,	6	
119. Number of merchandise cars,	180	
120. Number of gravel cars,	None.	

MISCELLANEOUS.

121. For fuel used by engines during the year, viz.:—		
1. Wood, No. of cords, 6,007 80-128. Cost		
of the same,	\$27,266 72	
2. Coal, number of tons, (reckoning 2,240 lbs.		
to the ton,) . Cost of same,	-	-
122. For oil used by cars and engines,	3,671 08	
123. For waste and other material for cleaning,	1,207 62	
124. For salaries, wages and incidental expenses,		
chargeable to passenger department,	20,876 25	
125. For salaries, wages and incidental expenses,		
chargeable to freight department,	26,550 16	
126. For gratuities and damages,	2,229 16	
127. For taxes and insurance,	28,868 01	
128. For ferries, [none; repair of tools,]	4,418 18	
129. For repairs of station buildings, aqueducts, fix-		
tures, furniture,	29,376 77	
130. For renewals of iron, including laying down, . . .	27,575 33	
131. For new iron laid down, deducting the value of		
old iron taken up,	-	-
132. For amount paid other companies, in tolls for		
passengers and freight carried on their roads,		
specifying each company,	None.	
133. For amount paid other companies, as rent for use		
of their roads, specifying each company,		
[Connecticut River Railroad Company,]	1,500 00	
134. For salaries of president, treasurer, superintend-		
ent, law expenses, office expenses of the above		
offices, and all other expenses not included in		
any of the foregoing items,	17,097 18	
135. Total miscellaneous,		\$190,635 46
136. Total expenditures for working the road,		\$295,321 63
137. Total amount of interest paid during the year,		28,824 14

INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned		
by company,	\$64,563 52	
2. To and from other roads, specifying what,	82,118 93	
		\$146,682 46
139. For <i>Freight</i> :—		
1. On main road and branches owned by Co.,	\$68,898 08	
2. To and from other connecting roads,	164,493 22	
		233,391 30
140. U. S. mails, [\$6,000; tolls, \$973.75,]		6,973 75
141. Rents, [\$42,984.83; expresses, \$5,487.54; mis-		
cellaneous, \$445.40,]		48,917 77
142. Total income,		\$435,965 27
143. Net earnings, after deducting expenses, [and in-		
terest,]		111,819 50

DIVIDENDS.	
144. 3½ per cent. Total, [\$100,100; U. S. tax, \$5,268.42,]	\$105,368 42
145. Surplus not divided,	6,451 08
146. Surplus last year, [no surplus carried to dividends,]	-
147. Total surplus, [no surplus carried to dividends,]	-
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:	
148. Of road and bridges,	Nothing.
149. Buildings,	Nothing.
150. Engines and cars,	Nothing.
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	\$558,955 00
152. Mortgage debt paid since last report,	7,305 00
153. Increase of mortgage debt since last report,	None.
154. Present amount of mortgage debts,	551,650 00
155. Number of mortgages on road and franchise, or any property of the corporation,	One.

ACCIDENTS.

April 2, 1866.—Elijah White, attempting to cross the track, at Templeton station, in front of an approaching engine, was struck and seriously injured.

October 18, 1866.—R. M. Huntley, switchman, was run over and killed by freight train of Cheshire Railroad backing down through the bridge in the yard at Fitchburg. No blame attached to train men.

DANIEL S. RICHARDSON,
WM. H. HILL,
FRANKLIN N. POOR,
JAS. A. DUPEE,
Directors of the Vermont and Massachusetts Railroad Corporation.

SUFFOLK, ss. December 31, 1866. Then personally appeared Daniel S. Richardson, William H. Hill, Franklin N. Poor, James A. Dupee, and severally made oath to the truth of the foregoing statement by them subscribed.

Before P. E. TRSCHEMACHER, *Justice of the Peace.*

REPORT

OF THE

WESTERN RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$10,000,000 00
2. Number of shares of capital stock issued,	67,108	
3. Increase of capital since last report,	\$1,083,100 00	
4. Capital paid in, per last report,	5,627,700 00	
5. Capital paid in since last report,	1,083,100 00	
6. Total amount of capital stock paid in,		6,710,800 00
7. Funded debt, per last report,	6,269,520 00	
8. Funded debt paid since last report,	324,500 00	
9. Funded debt, increase of, since last report,	-	
10. Total present amount of funded debt,		5,945,020 00
11. Floating debt, per last report,	-	
12. Floating debt paid since last report,	-	
13. Floating debt, increase of, since last report,	-	
14. Total present amount of floating debt,	-	-
15. Total present amount of funded and floating debt,		5,945,020 00
16. Average rate of interest per annum, paid during the year,	} About 5 per cent., mostly in gold.	
17. Maximum amount of debts during the year,		50,000 00
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$3,551,895 49	
19. For graduation and masonry paid during the past year,	167,611 29	
20. Total am't expended for graduation and masonry,		\$3,719,506 78
21. For wooden bridges, per last report,	232,996 26	
22. For wooden bridges paid during the past year,	-	
23. Total amount expended for wooden bridges,		232,996 26
24. Total amount expended for iron bridges (if any,)	-	
25. For superstructure, including iron, per last report,	1,812,104 86	
26. For superstructure, including iron, paid during the past year,	249,999 55	
27. Total amount expended for superstructure, including iron,		2,062,104 41
28. For stations, buildings and fixtures, per last report,	450,699 58	
29. For stations, buildings and fixtures paid during the past year,	44,064 76	
30. Total amount expended for stations, buildings and fixtures,		494,764 34
31. For land, land-damages and fences, per last report,	343,701 01	
32. For land, land-damages and fences paid during the past year,	16,500 00	

33. Total amount expended for land, land-damages, and fences,		\$360,201 01
34. For locomotives, per last report,	\$432,000 00	
35. For locomotives paid during the past year,	60,000 00	
36. Total amount expended for locomotives,		492,000 00
37. For passenger and baggage cars, per last report,	73,544 55	
38. For passenger and baggage cars paid during the past year,	20,000 00	
39. Total amount expended for passenger and baggage cars,		93,544 55
40. For merchandise cars, per last report,	590,168 42	
41. For merchandise cars paid during the past year,	104,401 80	
42. Total amount expended for merchandise cars,		694,570 22
43. For engineering, per last report,	171,390 63	
44. For engineering paid during the past year,	-	-
45. Total amount expended for engineering,		171,390 63
46. For agencies and other expenses, per last report,	1,019,157 41	
47. For agencies and other expenses paid during the past year,	-	-
48. Total amount expended for agencies and other expenses,		1,019,157 41
[Total cost Albany and W. Stockbridge Railroad,]		2,411,055 75
[Total cost Hudson and Boston Railroad,].		216,036 01
49. Total cost of road and equipment,		\$11,967,327 37
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	2,251,440 64	
[Less dividends, accrued interest, &c.,]	445,468 20	
	\$1,805,972 44	
[Value of sinking funds,]	3,417,203 85	
		\$5,223,176 29

CHARACTERISTICS OF ROAD.

51. Length of road, [Western Railroad, 117 miles, 4,248 feet; Albany and West Stockbridge, 38 miles, 1,180 feet.]	156 miles, 148 feet.
52. Length of single main track,	21.70 miles.
53. Length of double main track,	134.40 miles.
54. Length of branches owned by the Company, stating whether they have a single or double track, [Hudson and Boston Railroad,]	17 miles, 1,742 feet.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	10 miles, 180 feet.
56. Weight of rail, per yard, in main road,	56 to 64 lbs. per yard.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	-
58. Maximum grade, with its length, in main road,	83 feet; 1½ miles.
59. Maximum grade, with its length, in branch roads,	None.
60. Total rise and fall in main road,	4,893 feet.
61. Total rise and fall in branch roads,	559 feet.
62. Shortest radius of curvature, with length of curve, in main road,	882 feet, 490 feet long.
63. Shortest radius of curvature, with length of curve, in branch roads,	None.
64. Total degrees of curvature in main road,	6,370°
65. Total degrees of curvature in branch roads,	None.
66. Total length of straight line in main road,	62 miles, 935 feet.
67. Total length of straight line in branches,	None.
68. Aggregate length of wooden truss bridges,	6,136½ feet.
69. Aggregate length of all other wooden bridges,	None.
70. Aggregate length of iron bridges,	None.

71. Whole length of road unfenced on both sides, .	None.	
72. Number of public ways crossed at grade, .	108	
73. Number of railroads crossed at grade, .	3	
74. Remarks, .	None.	
75. Way stations for express trains, .	3	
76. Way stations for accommodation trains, .	36	
77. Flag stations, .	4	
78. Whole number of way stations, .	40	
79. Whole number of flag stations, .	4	
DOINGS DURING THE YEAR.		
80. Miles run by passenger trains, .	486,872	
81. Miles run by freight trains, .	1,083,845	
82. Miles run by other trains, .	89,845	
83. Total miles run, .		1,660,062
84. Number of passengers carried in the cars, .	1,046,836½	
85. Number of passengers carried one mile, .	44,953,843	
86. Number of tons of merchandise carried in the cars, .	884,564	
87. Number of tons of merchandise carried one mile, .	75,650,824	
88. Number of passengers carried one mile, to and from other roads, .	31,564,928	
89. Number of tons carried one mile, to and from other roads, .	55,371,420	
90. Rate of speed adopted for express passenger trains, including stops, .	30 miles per hour.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, .	32 miles per hour.	
92. Rate of speed adopted for accommodation trains, .	{ Springfield to Worcester, 28 miles; Springfield to Albany, 22 miles.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, .		
94. Average rate of speed actually attained by special trains, including stops and detentions, .	25 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops, .	15 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile, .	20,465,130 tons.	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, .	10,571,155	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .	\$238,139 02	
99. For repairs of wooden bridges, .	32,005 84	
[Wooden bridges, for deterioration,] .	40,000 00	
100. For wages of switchmen, average per month, .	\$50 00	Total, -
101. For wages of gate-keepers, average per month, .	40 00	
102. For wages of signal-men, average per month, .	40 00	
103. For wages of watchmen, average per month, .	50 00	
104. Number of men employed, exclusive of those engaged in construction, .	1,774	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) .	1,327 88	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, .	3,350 43	
107. Total for maintenance of way, .		\$314,833 17

MOTIVE POWER AND CARS.

108. For repairs of locomotives,	\$170,435 08	
109. For new locomotives, to cover depreciation,	75,000 00	
110. For repairs of passenger cars,	85,175 52	
111. For new passenger cars to cover depreciation,	15,000 00	
112. For repairs of merchandise cars,	225,886 26	
113. For new merchandise cars to cover depreciation,	100,000 00	
114. For repairs of gravel and other cars,	2,216 16	
115. Total for maintenance of motive power and cars,		\$673,713 02
116. Number of engines,	88	
117. Number of passenger cars, [43 first class, 8 second class, and post-office,]	51; also 54-234 parts of 25 first class cars.	
118. Number of baggage cars,	15; also 54-234 parts of 9 baggage, and 2 iron cars for express, and 3 post-office cars for government.	
119. Number of merchandise cars,	1,380	
120. Number of gravel cars,	112	

MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 64,378. Cost of the same,	\$428,812 55	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 4,669. Cost of same,	42,109 51	
[Coal for other purposes, 1,314 tons,]	10,514 93	
122. For oil used by cars and engines,	63,694 51	
123. For waste and other material for cleaning,	16,462 56	
124. For salaries, wages, and incidental expenses, chargeable to passenger department,	106,550 58	
125. For salaries, wages, and incidental expenses, chargeable to freight department,	314,747 50	
126. For gratuities and damages,	25,113 96	
127. For taxes and insurance,	193,608 45	
128. For ferries,	10,638 69	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	54,793 95	
[Station buildings, for depreciation,]	25,000 00	
130. For renewals of iron, including laying down,	202,405 00	
131. For new iron laid down, deducting the value of old iron taken up,		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	None.	
133. For amount paid other companies as rent for use of their roads, specifying each company,	None.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	24,228 20	
135. Total miscellaneous,		\$1,536,680 39
136. Total expenditures for working the road,		\$2,525,226 58
137. Total amount of interest paid during the year, [Interest and exchange,]	415,601 93	

INCOME DURING THE YEAR.

138. For Passengers :—		
1. On main road, including branches owned by company,	} \$1,379,684 03	
2. To and from other roads, specifying what,		

139. For Freight:—		
1. On main road, and branches owned by Co.,	}	\$2,394,313 85
2. To and from other connecting roads,		
140. U. S. mails,		36,100 00
141. Rents, [and other sources,]		121,919 41
142. Total income,		\$3,932,017 29
143. Net earnings, after deducting expenses,		\$1,406,790 71
[Interest and exchange, as above, \$415,601.93,]		
[One per cent. to sinking fund, 50,000.00,]		
[Excise tax, 32,469.73,]		
[Bal. of State tax of P. & N.A.R.R., 8,188.89,]		
DIVIDENDS.		
144. 10 per cent. Total,	\$616,925 00	\$1,123,180 55
145. Surplus not divided, [\$283,610.16,]	}	\$269,429 65
[Less tax on said surplus, 14,180.51,]		
146. Surplus last year, [1,005,783.18,]	}	998,428 78
[Less tax on surplus last year, 7,354.35,]		
147. Total surplus,		\$1,267,858 43
ESTIMATED DEPRECIATION BEYOND THE RENEWALS,		
VIZ.:—		
148. Of road and bridges,	-	-
149. Buildings,	-	-
150. Engines and cars,	-	-
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	\$5,319,520 00	
152. Mortgage debt paid since last report,	311,000 00	
153. Increase of mortgage debt since last report,	-	-
154. Present amount of mortgage debts,	5,008,520 00	
155. Number of mortgages on road and franchise, or any property of the corporation,	Two.	

ACCIDENTS.

March 3, 1866.—Charles E. Latham, while walking on the track at Westfield, was struck by the train, and killed.

March 19, 1866.—Thomas Tobias, a boy, was killed at Russell by a freight train while the train was switching.

March 29, 1866.—John Wallace, brakeman, fell from the train at Wilbraham, and was killed.

April 9, 1866.—Maria Duffy was killed at Pittsfield, while attempting to cross the track.

May 23, 1866.—Oscar Carrington, a brakeman, fell from the train, was run over and killed, at Russell.

July 6, 1866.—Patrick Scale, while walking on the track at Pittsfield, was struck by the train and killed.

July 19, 1866.—William Doyle, while walking on the track at Worcester, was struck by the train, and killed.

October 12, 1866.—Lawrence Howard, a brakeman, fell from a gravel train, was run over and killed, at Springfield.

November 7, 1866.—Robert Burr was killed while repairing cars at Springfield.

November 17, 1866.—Henry Johnson, a brakeman, struck a bridge at West Springfield, and was killed.

C. W. CHAPIN,
JOSIAH STICKNEY,
JONA. BOURNE, JR.,
GEO. A. SHAW,
IGNATIUS SARGENT,
SYLVANDER JOHNSON,
MOSES KIMBALL,

Directors of the Western Railroad Corporation.

SUPFOLK, ss. January 2, 1867. Then personally appeared C. W. Chapin, Josiah Stickney, Jona. Bourne, Jr., Geo. A. Shaw, Ignatius Sargent, Sylvander Johnson and Moses Kimball, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

CHAS. E. STEVENS, *Justice of the Peace.*

REPORT

OF THE

WORCESTER AND NASHUA RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$1,141,000 00
2. Number of shares of capital stock issued,	15,222	
3. Increase of capital, since last report,	Nothing.	
4. Capital paid in, per last report,	\$1,141,000 00	
5. Capital paid in, since last report,	Nothing.	
6. Total amount of capital stock paid in,		1,141,000 00
7. Funded debt, per last report,	35,500 00	
8. Funded debt, paid since last report,	35,500 00	
9. Funded debt, increase of, since last report,	Nothing.	
10. Total present amount of funded debt,	Nothing.	
11. Floating debt, per last report,	62,759 50	
12. Floating debt, paid since last report,	62,203 50	
13. Floating debt, increase of, since last report, [divi- dends due stockholders,]	62,640 00	
14. Total present amount of floating debt, [being all for unpaid dividends now due, and for dividend due January 1, 1867,]		63,196 00
15. Total present amount of funded and floating debt,		63,196 00
16. Average rate of interest per annum, paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	98,259 50	
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	\$464,709 66	
19. For graduation and masonry, paid during the past year,	Nothing.	
20. Total am't expended for graduation and masonry,		\$464,709 66
21. For wooden bridges, per last report,	10,000 00	
22. For wooden bridges, paid during the past year,	Nothing.	
23. Total amount expended for wooden bridges,		10,000 00
24. Total amount expended for iron bridges, (if any,)	Have none.	
25. For superstructure, including iron, per last report,	344,239 15	
26. For superstructure, including iron, paid during the past year,	Nothing.	
27. Total amount expended for superstructure, in- cluding iron,		335,000 00
28. For stations, buildings and fixtures, per last report,	60,000 00	
29. For stations, buildings and fixtures, paid during the past year,	Nothing.	
30. Total amount expended for stations, buildings and fixtures,		60,000 00
31. For land, land-damages and fences, per last report,	169,448 82	
32. For land, land-damages and fences, paid during the past year,	Nothing.	

33. Total amount expended for land, land-damages and fences,		\$155,290 34
34. For locomotives, per last report,	\$56,000 00	
35. For locomotives, paid during the past year,	Nothing.	
36. Total amount expended for locomotives,		56,000 00
37. For passenger and baggage cars, per last report,	13,500 00	
38. For passenger and baggage cars, paid during the past year,	Nothing.	
39. Total amount expended for passenger and baggage cars,		13,500 00
40. For merchandise cars, per last report,	46,500 00	
41. For merchandise cars, paid during the past year,	Nothing.	
42. Total amount expended for merchandise cars,		46,500 00
43. For engineering, per last report,	Nothing.	
44. For engineering, paid during the past year,	Nothing.	
45. Total amount expended for engineering,	Nothing.	
46. For agencies and other expenses, per last report,	Nothing.	
47. For agencies and other expenses, paid during the past year,	Nothing.	
48. Total amount expended for agencies and other expenses,	Nothing.	
49. Total cost of road and equipment,		\$1,141,000 00
50. Amount of assets or property held by the corporation, in addition to the cost of the road,	124,384 92	
CHARACTERISTICS OF ROAD.		
51. Length of road,	45 69-100 miles.	
52. Length of single main track,	45 69-100 miles.	
53. Length of double main track,	76-100 miles.	
54. Length of branches owned by the company, stating whether they have a single or double track,	Have no branches.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	9½ miles.	
56. Weight of rail, per yard, in main road,	56 to 58 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.	
58. Maximum grade, with its length, in main road,	{ 48 48-100 ft. per mile for 3 44-100 miles, and 52 8-10 ft. per mile for 800 feet.	
59. Maximum grade, with its length, in branch roads,	Nothing.	
60. Total rise and fall in main road,	1,151 30-100 feet.	
61. Total rise and fall in branch roads,	Nothing.	
62. Shortest radius of curvature, with length of curve, in main road,	1,146 feet for 86-100 miles.	
63. Shortest radius of curvature, with length of curve, in branch roads,	None.	
64. Total degrees of curvature, in main road,	2,110° 47'	
65. Total degrees of curvature, in branch roads,	None.	
66. Total length of straight line, in main road,	31 miles.	
67. Total length of straight line, in branches,	None.	
68. Aggregate length of wooden truss bridges,	559 feet.	
69. Aggregate length of all other wooden bridges,	335 feet.	
70. Aggregate length of iron bridges,	None.	
71. Whole length of road unfenced on both sides,	About 3 miles.	
72. Number of public ways crossed at grade,	5	
73. Number of railroads crossed at grade,	4	
74. Remarks,		
75. Way stations for express trains,	{ No stations for express trains.	
76. Way stations for accommodation trains,	13	
77. Flag stations,	1	

78. Whole number of way stations,	13	
79. Whole number of flag stations,	1	
DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,	104,906	
81. Miles run by freight trains,	187,691	
82. Miles run by other trains,	8,272	
83. Total miles run,		250,869
84. Number of passengers carried in the cars,	302,093	
85. Number of passengers carried one mile,	5,075,162	
86. Number of tons of merchandise carried in the cars,	183,694	
87. Number of tons of merchandise carried one mile,	4,603,211	
88. Number of passengers carried one mile, to and from other roads,	} Impossible to answer correctly.	
89. Number of tons carried one mile, to and from other roads,	Not ascertained.	
90. Rate of speed adopted for express passenger trains, including stops,	} Do not run express passenger trains.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,		
92. Rate of speed adopted for accommodation trains,	23 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	35 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	- -	
95. Average rate of speed adopted for freight trains, including stops,	10 miles per hour.	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	- -	
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	8,391,018½ tons.	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$37,148 29	
99. For repairs of wooden bridges,	3,744 72	
100. For wages of switchmen, average per month,	\$43 25	
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month,	22 75	
103. For wages of watchmen, average per month,	45 50	
104. Number of men employed, exclusive of those engaged in construction,	About 175.	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	380 40	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	1,170 68	
107. Total for maintenance of way,		\$45,050 34
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	\$17,084 64	
109. For new locomotives, to cover depreciation,	Nothing.	
110. For repairs of passenger cars,	9,386 23	
111. For new passenger cars, to cover depreciation,	Nothing.	
112. For repairs of merchandise cars,	14,528 54	
113. For new merchandise cars, to cover depreciation,	Nothing.	
114. For repairs of gravel and other cars,	739 66	

115. Total for maintenance of motive power and cars,		\$41,739 07
116. Number of engines,	11	
117. Number of passenger cars,	10	
118. Number of baggage cars,	4	
119. Number of merchandise cars,	226	
120. Number of gravel cars,	20	

MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, 5,174. Cost of the same,	\$29,065 89	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 2,028. Cost of same,	23,893 85	
122. For oil used by cars and engines,	2,713 14	
123. For waste and other material for cleaning,	751 69	
124. For salaries, wages and incidental expenses chargeable to passenger department,	22,620 15	
125. For salaries, wages and incidental expenses chargeable to freight department,	32,343 08	
126. For gratuities and damages,	771 42	
127. For taxes and insurance,	45,196 39	
128. For ferries,	Nothing.	
129. For repairs of station buildings, aqueducts, fixtures, furniture,	11,456 59	
130. For renewals of iron, including laying down,	27,797 32	
131. For new iron laid down, deducting the value of old iron taken up,	-	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	Nothing.	
133. For amount paid other companies, as rent for use of their roads, specifying each company,	Nothing.	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	11,999 24	
135. Total miscellaneous,		\$208,608 26
136. Total expenditures for working the road,		295,397 67
137. Total amount of interest paid during the year,	-	-

INCOME DURING THE YEAR.

138. For Passengers :—		
1. On main road, including branches owned by company,	\$183,450 84	
2. To and from other roads, specifying what,	-	
139. For Freight :—		
1. On main road and branches owned by company,	271,766 61	
2. To and from other connecting roads,	-	
140. United States mails,	4,625 00	
141. Rents, [interest and miscellaneous,]	14,520 14	
142. Total income,		\$474,362 59
143. Net earnings, after deducting expenses,		178,964 92

DIVIDENDS.

144. 10 $\frac{3}{4}$ per cent. Total,		\$121,776 00
145. Surplus not divided,	57,188 92	
146. Surplus last year, [used to pay for engines, cars, bonds, &c.,]	-	-
147. Total surplus,		57,188 92

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—			
148. Of road and bridges,		—	—
149. Buildings,		—	—
150. Engines and cars,		—	—
MORTGAGE DEBTS.			
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,		\$35,500 00	
152. Mortgage debt paid since last report,		35,500 00	
153. Increase of mortgage debts since last report,		Nothing.	
154. Present amount of mortgage debts,		Nothing.	
155. Number of mortgages on road and franchise, or any property of the Corporation,		—	—

CASUALTIES.

February 16, 1866.—Alfred Bates, while standing on the track near Lincoln Square, in Worcester, was run over and instantly killed.

June 4, 1866.—George W. Eaton, in attempting to get upon a moving passenger train, at Groton Centre, fell under the cars, and was so badly injured that he died on Thursday, June 7th.

September 1, 1866.—A man by the name of Forbes, while walking on the track, near Hastings Bridge, in Sterling, in a state of intoxication, was run over by a freight train, in the evening, and fatally injured.

October 1, 1866.—John Cronan, an employee of the Company, was run over by freight cars, at Lincoln Square, and was killed instantly.

F. H. KINNICUTT,
ALEX. DEWITT,
A. F. LAWRENCE,
JACOB FISHER,
THOS. CHASE,
STEPHEN SALISBURY,
GEO. T. RICE,

Directors of the Worcester and Nashua Railway Corporation.

WORCESTER, ss. December 27th, 1866. Then personally appeared F. H. Kinnicutt, Alex. DeWitt, Asa F. Lawrence, Jacob Fisher, Thomas Chase, Stephen Salisbury and Geo. T. Rice, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

T. W. HAMMOND, *Justice of the Peace.*

WORCESTER, December 31, 1866. The undersigned, Commissioner of the Worcester and Nashua Railroad Company for Massachusetts, having examined this Report, believes it to be correct, and hereby approves the same.

JOHN D. WASHBURN, *Commissioner for Massachusetts.*

NOTE.—The Reports of the Corporations immediately following, viz.: Boston, Hartford and Erie Railroad Company, Medway Branch Railroad Company, New Haven and Northampton Railroad Company, and West Stockbridge Railroad Company,—also, the list of Accidents of the Connecticut River Railroad Company,—were received too late for insertion according to alphabetical arrangement.

R E P O R T

OF THE

BOSTON, HARTFORD AND ERIE R. R. CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,	\$20,000,000 00
2. Number of shares of capital stock issued,	118,770
3. Increase of capital since last report,	None.
4. Capital paid in, per last report,	\$11,775,500 00
5. Capital paid in since last report,	101,500 00
6. Total amount of capital stock paid in,	11,877,000 00
7. Funded debt, per last report,	7,581,900 00
8. Funded debt paid since last report,	None.
9. Funded debt, increase of, since last report,	619,450 00
10. Total present amount of funded debt,	8,201,350 00
11. Floating debt, per last report,	71,886 87
12. Floating debt paid since last report,	23,905 97
13. Floating debt, increase of, since last report,	None.
14. Total present amount of floating debt,	47,980 90
15. Total present amount of funded and floating debt,	8,249,330 90
16. Average rate of interest per annum paid during the year,	8 per cent.
17. Maximum amount of debts during the year,	8,249,330 90
• COST OF ROAD AND EQUIPMENT.	
18. For graduation and masonry, per last report,	\$5,268,320 73
19. For graduation and masonry paid during the past year,	2,519,586 05
20. Total amount expended for graduation and masonry,	\$7,787,906 78
21. For wooden bridges, per last report,	392,103 64
22. For wooden bridges paid during the past year,	23,800 08
23. Total amount expended for wooden bridges,	415,903 72
24. Total amount expended for iron bridges, (if any,)	None.
25. For superstructure, including iron, per last report,	1,138,667 10
26. For superstructure, including iron, paid during the past year,	72,490 29
27. Total amount expended for superstructure, including iron,	1,211,157 39
28. For stations, buildings and fixtures, per last report,	108,799 72
29. For stations, buildings and fixtures paid during the past year,	32,351 92
30. Total amount expended for stations, buildings and fixtures,	141,151 64
31. For land, land-damages and fences, per last report,	964,269 11
32. For land, land-damages and fences paid during the past year,	37,269 44
33. Total amount expended for land, land-damages, and fences,	1,001,538 55

84. For locomotives, per last report,	\$183,317 41	
35. For locomotives paid during the past year,	50,000 00	
36. Total amount expended for locomotives,		\$233,317 41
37. For passenger and baggage cars, per last report,	37,669 62	
38. For passenger and baggage cars paid during the past year,	None.	
39. Total amount expended for passenger and baggage cars,		37,669 62
40. For merchandise cars, per last report,	112,308 84	
41. For merchandise cars paid during the past year,	29,600 00	
42. Total amount expended for merchandise cars,		141,908 84
43. For engineering, per last report,	121,120 11	
44. For engineering paid during the past year,	8,224 86	
45. Total amount expended for engineering,		129,344 97
46. For agencies and other expenses, per last report,	1,356,832 17	
47. For agencies and other expenses, paid during the past year,	467,082 32	
48. Total amount expended for agencies and other expenses,		1,823,914 49
49. Total cost of road and equipment,		\$12,923,813 41
50. Amount of assets or property held by the corporation in addition to the cost of the road,	None.	

CHARACTERISTICS OF ROAD.*

51. Length of road,	84.97 miles.
52. Length of single main track,	82.22 miles.
53. Length of double main track,	2.75 miles.
54. Length of branches owned by the Company, stating whether they have a single or double track,	14 miles, single track.
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	4.83 miles.
56. Weight of rail, per yard, in main road,	50 to 63 lbs.
57. Weight of rail, per yard, in branch roads (specify the different weights per yard,)	50 to 63 lbs.
58. Maximum grade, with its length, in main road,	{ 59.66 feet per mile for 8,300 feet.
59. Maximum grade, with its length, in branch roads,	66 feet per mile for 900 ft.
60. Total rise and fall in main road,	2,305.7 feet.
61. Total rise and fall in branch roads,	310 feet.
62. Shortest radius of curvature, with length of curve, in main road,	991 ft. radius, for 1,350 ft.
63. Shortest radius of curvature, with length of curve, in branch roads,	995 ft. radius, for 1,195 ft.
64. Total degrees of curvature in main road,	1,920° 52'
65. Total degrees of curvature in branch roads,	796° 15'
66. Total length of straight line in main road,	60.96 miles.
67. Total length of straight line in branches,	7.66 miles.
68. Aggregate length of wooden truss bridges,	3,617 feet.
69. Aggregate length of all other wooden bridges,	5,704 feet.
70. Aggregate length of iron bridges,	37 feet.
71. Whole length of road unfenced on both sides,	16.61 miles.
72. Number of public ways crossed at grade,	86
73. Number of railroads crossed at grade,	1
74. Remarks,	-
75. Way stations for express trains,	-
76. Way stations for accommodation trains,	23
77. Flag stations,	29
78. Whole number of way stations,	23
79. Whole number of flag stations,	29

* Whole length of line in Massachusetts, Rhode Island, Connecticut and New York is about four hundred miles, of which about two hundred and thirty-two miles is ironed and in operation.

DOINGS DURING THE YEAR.		
80. Miles run by passenger trains,	80,244	
81. Miles run by freight trains,	30,017	
82. Miles run by other trains,	3,139	
83. Total miles run,		113,400
84. Number of passengers carried in the cars,	384,472	
85. Number of passengers carried one mile,	3,884,010	
86. Number of tons of merchandise carried in the cars,	41,445	
87. Number of tons of merchandise carried one mile,	823,487	
88. Number of passengers carried one mile to and from other roads,	3,112,943	
89. Number of tons carried one mile to and from other roads,	772,870	
90. Rate of speed adopted for express passenger trains, including stops,	None.	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	None.	
92. Rate of speed adopted for accommodation trains,	19 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	19 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	19 miles per hour.	
95. Average rate of speed adopted for freight trains, including stops,	12 miles per hour.	
96. Estimated weight, in tons, of passenger cars (not including passengers) hauled one mile,	1,905,552 tons.	
97. Estimated weight, in tons, of merchandise cars, (not including freight) hauled one mile,	1,529,010 tons.	
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	\$14,288 66	
99. For repairs of wooden bridges,	643 46	
100. For wages of switchmen, average per month,	Total, 5,000 00	
101. For wages of gate-keepers, average per month,		
102. For wages of signal-men, average per month,		
103. For wages of watchmen, average per month,		
104. Number of men employed, exclusive of those engaged in construction,	135	
105. For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,)	198 36	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	500 00	
107. Total for maintenance of way,	20,630 48	
MOTIVE POWER AND CARS.		
108. For repairs of locomotives,	\$14,288 66	
109. For new locomotives, to cover depreciation,	None.	
110. For repairs of passenger cars,	1,780 62	
111. For new passenger cars, to cover depreciation,	None.	
112. For repairs of merchandise cars,	2,838 06	
113. For new merchandise cars, to cover depreciation,	None.	
114. For repairs of gravel and other cars,	None.	
115. Total for maintenance of motive power and cars,		\$18,907 34
116. Number of engines,	18	
117. Number of passenger cars,	12	
118. Number of baggage cars,	4	

119. Number of merchandise cars,	60
120. Number of gravel cars,	114

MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—	}	\$36,498 40
1. Wood, number of cords, Cost of the same,		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,	}	3,240 94
122. For oil used by cars and engines,		
123. For waste and other material for cleaning,		909 30
124. For salaries, wages and incidental expenses, chargeable to passenger department,		21,684 21
125. For salaries, wages and incidental expenses, chargeable to freight department,		10,842 40
126. For gratuities and damages,		541 80
127. For taxes and insurance,		6,119 08
128. For ferries,		None.
129. For repairs of station buildings, aqueducts, fixtures, furniture,		2,280 64
130. For renewals of iron, including laying down,		None.
131. For new iron laid down, deducting the value of old iron taken up,		None.
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		3,039 60
133. For amount paid other companies, as rent for use of their roads, specifying each company,		— —
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		— —
135. Total miscellaneous,		— —
136. Total expenditures for working the road,		— —
137. Total amount of interest paid during the year,		— —

INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company,	\$13,229 78	
2. To and from other roads, specifying what, [Boston and Worcester,]	58,953 03	
[Providence and Worcester,]	226 40	
139. For <i>Freight</i> :—		
1. On main road and branches owned by Co.,	7,252 75	
2. To and from other connecting roads,	2,937 63	
140. U. S. mails,	1,684 00	
141. Rents,	296 00	
142. Total income,		\$84,579 58
143. Net earnings, after deducting expenses,	None.	

DIVIDENDS.

144. per cent. Total,	—	—
145. Surplus not divided,	—	—
146. Surplus last year,	—	—
147. Total surplus,	—	—

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,
Viz. :—

148. Of road and bridges,	—	—
149. Buildings,	—	—
150. Engines and cars,	—	—

MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	\$7,581,900 00
152. Mortgage debt paid since last report,	None.
153. Increase of mortgage debt since last report,	619,450 00
154. Present amount of mortgage debts,	8,201,350 00
155. Number of mortgages on road and franchise, or any property of the Corporation,	9

JOHN S. ELDRIDGE,
MARK HEALEY,
H. N. FARWELL,
JAMES S. WHITNEY,
JOS. W. CLARK,

Directors of the Boston, Hartford and Erie Railroad Corporation.

SUFFOLK, ss. January 24, 1867. Then personally appeared John S. Eldridge, Mark Healey, H. N. Farwell, James S. Whitney and Jos. W. Clark, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

OLIVER S. SANFORD, *Justice of the Peace.*

R E P O R T
OF THE
MEDWAY BRANCH RAILROAD CORPORATION,
FOR THE YEAR ENDING NOVEMBER 30, 1866.

The Directors of the Medway Branch Railway Company respectfully report that the road has not been run during the past year, and the stock, debt, cost of road, and characteristics of road, are as stated in the detailed report last made.

JOS. W. CLARK.
S. A. DIX.
JAS. A. DUPEE.

SUFFOLK, ss. January 24, 1867. Then personally appeared the parties whose names are subscribed to this Report, and made oath that the same is true to the best of their knowledge and belief.

Before me,

OLIVER S. SANFORD, *Justice of the Peace.*

REPORT

OF THE

NEW HAVEN AND NORTHAMPTON R. R. COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$1,241,100 00
2. Number of shares of capital stock issued,	12,141	
3. Increase of capital since last report,	\$214,100 00	
4. Capital paid in, per last report,	1,010,000 00	
5. Capital paid in since last report,	214,100 00	
6. Total amount of capital stock paid in,		1,224,100 00
7. Funded debt, per last report,	650,000 00	
8. Funded debt paid since last report,	-	-
9. Funded debt, increase of, since last report,	-	-
10. Total present amount of funded debt,		650,000 00
11. Floating debt, per last report,	-	-
12. Floating debt paid since last report,	-	-
13. Floating debt, increase of, since last report,	-	-
14. Total present amount of floating debt,	-	-
15. Total present amount of funded and floating debt,		650,000 00
16. Average rate of interest per annum paid during the year,		
[On \$200,000,]	6 per cent.	
[On \$450,000,]	7 per cent.	
17. Maximum amount of debts during the year,	-	-
COST OF ROAD AND EQUIPMENT.*		
18. For graduation and masonry per last report,	} See note below.	
19. For graduation and masonry, paid during the past year,		
20. Total amount expended for graduation and masonry,		
21. For wooden bridges, per last report,		
22. For wooden bridges paid during the past year,		
23. Total amount expended for wooden bridges,		
24. Total amount expended for iron bridges, (if any,)		
25. For superstructure, including iron, per last report,		
26. For superstructure, including iron paid during the past year,		
27. Total amount expended for superstructure, including iron,		

* The Company is unable to give these items in detail, as the road was built by various Corporations. The cost as reported to them was—

New Haven to Granby, and branches,	\$1,718,982 00
Granby to State line,	18,840 00
State line to Northampton,	577,932 62
Total reported cost,	\$2,305,204 62

28. For stations, buildings and fixtures, per last report,		
29. For stations, buildings and fixtures paid during the past year,		
30. Total amount expended for stations, buildings and fixtures,		
31. For land, land-damages and fences, per last report,	} See note on previous page.	
32. For land, land-damages and fences paid during the past year,		
33. Total amount expended for land, land-damages, and fences,		
34. For locomotives, per last report,	\$45,028 19	
35. For locomotives paid during the past year,	-	-
36. Total amount expended for locomotives,		\$45,028 19
37. For passenger and baggage cars, per last report,	5,128 56	
38. For passenger and baggage cars paid during the past year,	-	-
39. Total amount expended for passenger and baggage cars,		5,128 56
40. For merchandise cars, per last report,	15,570 25	
41. For merchandise cars paid during the past year,	8,693 74	
42. Total amount expended for merchandise cars,		24,263 99
43. For engineering, per last report,		
44. For engineering paid during the past year,		
45. Total amount expended for engineering,		
46. For agencies and other expenses, per last report,		
47. For agencies and other expenses paid during the past year,	} Included in other accounts.	
48. Total amount expended for agencies and other expenses,		
49. Total cost of road and equipment,		
50. Amount of assets or property held by the corporation in addition to the cost of the road,	-	-

CHARACTERISTICS OF ROAD.

51. Length of road,	85 miles.	
52. Length of single main track,	85 miles.	
53. Length of double main track,	-	-
54. Length of branches owned by the Company, stating whether they have a single or double track,	8½ miles, single track.	
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	-	-
56. Weight of rail, per yard, in main road,	54 and 56 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	Same as above.	
58. Maximum grade, with its length, in main road,		
59. Maximum grade, with its length in branch roads,		
60. Total rise and fall in main road,		
61. Total rise and fall in branch roads,		
62. Shortest radius of curvature, with length of curve, in main road,	} The original survey is not in possession of this Co., therefore these questions cannot be answered.	
63. Shortest radius of curvature, with length of curve, in branch roads,		
64. Total degrees of curvature in main road,		
65. Total degrees of curvature in branch roads,		
66. Total length of straight line in main road,		
67. Total length of straight line in branches,		
68. Aggregate length of wooden truss bridges,	1,442 feet.	
69. Aggregate length of all other wooden bridges,	2,500 feet.	
70. Aggregate length of iron bridges,	-	-
71. Whole length of road unfenced on both sides,	-	-
72. Number of public ways crossed at grade, [82 in Connecticut; 36 in Massachusetts,]	118	

73. Number of railroads crossed at grade,	2		
[Western at Westfield, H. P. & F. at Plainville,]			
74. Remarks,	-	-	
75. Way stations for express trains,	-	-	
76. Way stations for accommodation trains,	18		
[14 in Connecticut and 4 in Massachusetts,]			
77. Flag stations,	7		
[5 in Connecticut and 2 in Massachusetts,]			
78. Whole number of way stations,	26		
79. Whole number of flag stations,	7		
DOINGS DURING THE YEAR.			
[North of Granby, 30 miles.]			
80. Miles run by passenger trains,	23,430		
81. Miles run by freight trains,	33,137		
82. Miles run by other trains,	3,500		
83. Total miles run,			60,067
84. Number of passengers carried in the cars,	60,061		
85. Number of passengers carried one mile,	656,689		
86. Number of tons of merchandise carried in the cars,	40,389½		
87. Number of tons of merchandise carried one mile,	1,041,234		
88. Number of passengers carried one mile, to and from other roads,	236,212		
89. Number of tons carried one mile, to and from other roads,	774,689		
90. Rate of speed adopted for express passenger trains, including stops,	28 miles.		
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	28 miles.		
92. Rate of speed adopted for accommodation trains,	25 miles.		
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles.		
94. Average rate of speed actually attained by special trains, including stops and detentions,	-	-	
95. Average rate of speed adopted for freight trains, including stops,	20 miles.		
96. Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	-	-	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	
EXPENDITURES FOR WORKING THE ROAD.			
[North of Granby, 30 miles.]			
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$33,948 85		
99. For repairs of wooden bridges,	1,200 19		
100. For wages of switchmen, average per month,	\$40 00	Total,	
101. For wages of gate-keepers, average per month,	None.		
102. For wages of signal-men, average per month,	None.		
103. For wages of watchmen, average per month,	40 00		
104. Number of men employed, exclusive of those engaged in construction,	75		
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	134 15		
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	2,276 70		
107. Total for maintenance of way,			\$37,559 89

MOTIVE POWER AND CARS.

[North of Granby, 30 miles.]

108. For repairs of locomotives,	\$6,352 31.	
109. For new locomotives, to cover depreciation,	-	-
110. For repairs of passenger cars, [and merchandise cars,]	4,538 44	
111. For new passenger cars, to cover depreciation,	-	-
112. For repairs of merchandise cars,	-	-
113. For new merchandise cars, to cover depreciation,	-	-
114. For repairs of gravel and other cars,	-	-
115. Total for maintenance of motive power and cars,		\$10,890 75
116. Number of engines,	Four.	
117. Number of passenger cars,	Two.	
118. Number of baggage cars,	One.	
119. Number of merchandise cars,	22	
120. Number of gravel cars,	None.	

MISCELLANEOUS.

[North of Granby, 30 miles.]

121. For fuel used by engines during the year, viz. :—		
1. Wood, No. of cords, 2,901. Cost of the same,	\$15,096 87	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,)	-	-
122. For oil used by cars and engines,	1,808 02	
123. For waste and other material for cleaning,	621 95	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	23,170 69	
125. For salaries, wages and incidental expenses, chargeable to freight department,		
126. For gratuities and damages,	540 82	
127. For taxes and insurance,	2,905 22	
128. For ferries,	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture,	929 37	
130. For renewals of iron, including laying down,	Included in other accounts.	
131. For new iron laid down, deducting the value of old iron taken up,	-	-
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	-	-
133. For amount paid other companies, as rent for use of their roads, specifying each company,	-	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	2,558 59	
135. Total miscellaneous,		\$47,631 53
136. Total expenditures for working the road,		96,082 17
137. Total amount of interest paid during the year,		43,779 90

INCOME DURING THE YEAR.

[North of Granby, 30 miles.]

138. For Passengers :—	
1. On main road, including branches owned by company,	\$25,058 99
2. To and from other roads, specifying what,	-
139. For Freight :—	
1. On main road and branches owned by Co.,	52,170 43
2. To and from other connecting roads,	-
140. U. S. mails,	2,340 24
141. Rents,	286 06

142. Total income,	\$79,855 72
143. Net earnings, after deducting expenses,	-
DIVIDENDS,	
144. 6 per cent. Total,	\$62,620 00
145. Surplus not divided,	-
146. Surplus last year,	-
147. Total surplus,	-
ESTIMATED DEPRECIATION BEYOND THE RENEWALS,	
Viz. :—	
148. Of road and bridges,	-
149. Buildings,	-
150. Engines and cars,	-
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	\$753,014 00
152. Mortgage debt paid since last report,	103,014 00
153. Increase of mortgage debt since last report,	-
154. Present amount of mortgage debts,	\$650,000 00
155. Number of mortgages on road and franchise, or any property of the corporation,	Two.
EARNINGS OF ROAD ABOVE GRANBY.	
[Northampton to State line.]	
Freight,	\$43,823 16
Passengers,	21,049 55
Mails,	1,966 24
Rents,	286 06
	\$67,125 01
[State line to Granby.]	
Freight,	\$8,347 27
Passengers,	4,009 44
Mails,	374 00
	12,730 71
Total,	\$79,855 72
EXPENDITURES ABOVE GRANBY.	
Northampton to State line,	\$80,709 02
State line to Granby,	15,373 15
	\$96,082 17
EARNINGS FROM GRANBY TO NEW HAVEN.	
Freight, passengers, mails, express,	\$281,046 49

N. B.—The earnings between Granby and New Haven are as given by the New York and New Haven Railroad, who operate that portion of the road under a lease ending June 30th, 1869. They make no return of expenses.

No person injured during the year.

JOSEPH E. SHEFFIELD, *Pres't*,
M. G. ELLIOTT,
S. D. PARDEE,
A. L. KIDSTON,

Directors of the New Haven and Northampton Company.

NEW HAVEN, CITY AND COUNTY, ss. January 17, 1867. Then personally appeared Joseph E. Sheffield, M. G. Elliott, S. D. Pardee and A. L. Kidston, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

JOHN S. GRAVES, *Notary Public.*

REPORT
OF THE
WEST STOCKBRIDGE RAILROAD CORPORATION
FOR THE YEAR ENDING NOVEMBER 30, 1866.

1. Capital stock,		\$39,600 00
2. Number of shares of capital stock issued,	396	
3. Increase of capital since last report,	-	-
4. Capital paid in, per last report,	\$39,600 00	
5. Capital paid in since last report,	-	-
6. Total amount of capital stock paid in,		39,600 00
7. Funded debt, per last report,	}	The corporation owes nothing.
8. Funded debt paid since last report,		
9. Funded debt, increase of, since last report,		
10. Total present amount of funded debt,		
11. Floating debt, per last report,		
12. Floating debt paid since last report,		
13. Floating debt, increase of, since last report,		
14. Total present amount of floating debt,		
15. Total present amount of funded and floating debt,		
16. Average rate of interest per annum paid during the year,	-	-
17. Maximum amount of debts during the year,	-	-
CHARACTERISTICS OF ROAD.		
51. Length of road,	2½ miles.	
52. Length of single main track,	2½ miles.	
53. Length of double main track,	-	-
54. Length of branches owned by the Company, stating whether they have a single or double track,	-	-
55. Aggregate length of sidings, and other tracks, excepting main track and branches,	-	-
56. Weight of rail, per yard, in main road,	56 lbs.	
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	-	-
58. Maximum grade, with its length, in main road,	-	-
59. Maximum grade, with its length, in branch roads,	-	-
60. Total rise and fall in main road,	-	-
61. Total rise and fall in branch roads,	-	-
62. Shortest radius of curvature, with length of curve, in main road,	-	-
63. Shortest radius of curvature, with length of curve, in branch roads,	-	-
64. Total degrees of curvature in main road,	-	-
65. Total degrees of curvature in branch roads,	-	-
66. Total length of straight line in main road,	-	-
67. Total length of straight line in branches,	-	-

68. Aggregate length of wooden truss bridges, . . .	-	-
69. Aggregate length of all other wooden bridges, . . .	-	-
70. Aggregate length of iron bridges, . . .	-	-
71. Whole length of road unfenced on both sides, . . .	-	-
72. Number of public ways crossed at grade, . . .	Four.	-
73. Number of railroads crossed at grade, . . .	-	-
74. Remarks, . . .	-	-
75. Way stations for express trains, . . .	-	-
76. Way stations for accommodation trains, . . .	-	-
77. Flag stations, . . .	-	-
78. Whole number of way stations, . . .	-	-
79. Whole number of flag stations, . . .	-	-

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	The road is under lease, and not run by the corporation, who own no motive power. See former reports.
99. For repairs of wooden bridges, . . .	
100. For wages of switchmen, average per month, . . . \$	
101. For wages of gate-keepers, average per month, . . .	
102. For wages of signal-men, average per month, . . .	
103. For wages of watchmen, average per month, . . .	
104. Number of men employed, exclusive of those engaged in construction, . . .	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . .	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	
107. Total for maintenance of way, . . .	

MISCELLANEOUS.

121. For fuel used by engines during the year, viz.:—		
1. Wood, number of cords, . . . Cost of the same, . . .	-	-
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) . . . Cost of same, . . .	-	-
122. For oil used by cars and engines, . . .	-	-
123. For waste and other material for cleaning, . . .	-	-
124. For salaries, wages, and incidental expenses, chargeable to passenger department, . . .	-	-
125. For salaries, wages, and incidental expenses, chargeable to freight department, . . .	-	-
126. For gratuities and damages, . . .	-	-
127. For taxes and insurance, . . .	\$436	04
128. For ferries, . . .	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture, . . .	-	-
130. For renewals of iron, including laying down, . . .	-	-
131. For new iron laid down, deducting the value of old iron taken up, . . .	-	-
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . .	-	-
133. For amount paid other companies, as rent for use of their roads, specifying each company, . . .	-	-

134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	\$21 00	
135. Total miscellaneous,	-	-
136. Total expenditures for working the road,	-	-
137. Total amount of interest paid during the year,	None.	
INCOME DURING THE YEAR.		
138. For Passengers :—		
1. On main road, including branches owned by company,	-	-
2. To and from other roads, specifying what,	-	-
139. For Freight :—		
1. On main road, and branches owned by Company,	-	-
2. To and from other connecting roads,	-	-
140. U. S. mails, [interest and dividends,]	\$52 00	
141. Rents,	1,748 71	
142. Total income,		\$1,800 71
143. Net earnings, after deducting expenses,	1,343 17	
DIVIDENDS.		
144. 3¼ per cent. Total,	\$1,485 00	
145. Surplus not divided,	-	-
146. Surplus last year,	478 26	
147. Total surplus,	336 93	

GEO. W. KNIFFIN,
F. B. CONE,
HENRY W. TAFT,
Directors of the West Stockbridge Railroad Corporation.

BERKSHIRE, ss. January 18, 1867. Then personally appeared George W. Kniffin, F. B. Cone, and severally made oath to the truth of the foregoing statement by them subscribed.

Before WM. M. KNIFFIN, *Justice of the Peace.*

BERKSHIRE, ss. January 22, 1867. Then personally appeared Henry W. Taft, and made oath to the truth of the foregoing statement by him subscribed.

Before WM. S. TUCKER, *Justice of the Peace.*

CONNECTICUT RIVER RAILROAD COMPANY.**ACCIDENTS DURING THE YEAR.**

May 23, 1866.—Julius C. Phelps, an employee of the Company, while repairing a car at Springfield station, was instantly killed by the sudden starting of the car, in consequence of another car being switched against it.

November 12, 1866.—Edward Fitzgerald, while walking on the track near Holyoke, in company with others, was overtaken by a passenger train and instantly killed. The customary alarm was sounded by the engineer, but the man is said to have been deaf.

The above list of accidents belongs to the Report of the Connecticut River Railroad Company.

D. L. HARRIS, *President.*

HORSE RAILROAD REPORTS,

FOR THE YEAR ENDING

November 30, 1866.

R E P O R T

OF THE

BOSTON AND CHELSEA RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.		
1. Capital stock, fixed by charter,		\$300,000 00
2. Capital stock, as voted by the Company,	\$110,000 00	
3. Capital stock paid in, expressed in money,	110,000 00	
4. Funded debt,	} None.	
5. Floating debt, including amount of unredeemed tickets,		
6. Total debt,		
7. Number of mortgages on road and franchise, and amount of debt secured thereby,		
8. Number of mortgages on any other property of the corporation, specifying the amounts,		
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,		
COST OF THE RAILWAY.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,		\$110,000 00
CHARACTERISTICS OF THE RAILWAY.		
11. Length of railway laid with single main track,	5,189 feet.	
12. Length of railway laid with double main track,	6,302 feet.	
13. Length of branches owned by the Company, stating amount of double track, if any,	None.	
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	862 feet.	
15. Total length of track measured as single track,	18,655 feet.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	56 lbs., rolled iron.	
17. Maximum grade per mile, with length of grade,	148.8 feet, 240 feet.	
18. Shortest radius of curvature, with length of curve,	200 feet, length 177.	
19. Total length of track paved,	{ All paved except Chelsea Bridge.	

COST OF EQUIPMENT.

- 20. Number of cars and cost,
- 21. Number of horses and cost,
- 22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,
- 23. Cost of real estate, including buildings owned by the Company,
- 24. Cost of buildings owned by the Company, on land not owned by the Company,
- 25. Cost of other articles of equipment,
- 26. Net amount at which the equipment stands charged on the books of the Company,

The Company own no equipment. That used is furnished by the Lynn and Boston Railroad Company.

DOINGS DURING THE YEAR.

- 27. Total number of miles run during the year,
- 28. Average cost per mile run,
- 29. Total number of passengers carried in the cars,
- 30. Total number of round trips run during the year,
- 31. Average number of passengers each round trip,
- 32. Rate of speed adopted, including stops and detentions,
- 33. Number of persons regularly employed, specifying the occupations of each,

Reported by Lynn and Boston Railroad Company.

EXPENDITURES FOR WORKING THE RAILWAY.

- 34. For repairs of railway,
- 35. For repairs of equipments,
- 36. For repairs of real estate,
- 37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,
- 38. For interest,
- 39. For taxes and insurance, other than United States taxes,
- 40. For United States taxes,
- 41. For rent and tolls paid other companies for use of their roads,
- 42. Amount paid other companies for the use of bridges and ferries,
- 43. For provender,
- 44. For loss on horses,
- 45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,
- 46. Total expenses,

As above.

\$880 90
393 68

1,274 58

EARNINGS.

- 47. Received from passengers in cars and omnibuses, and for tickets sold,
- 48. From other roads, as toll or rent for use of road,
- 49. From other sources, specifying from what source, in each item exceeding five hundred dollars,
- 50. Total earnings,
- 51. Net earnings, after deducting expenses,
- 52. Surplus earnings of previous year on hand,
- 53. Total surplus,
- 54. Dividends declared during the year,
- 55. Total percentage of dividends for the year,
- 56. Present surplus,

Received by Lynn and Boston R. R. Company.
\$8,800 00

\$8,800 00

7,525 42
148 12

7,673 54

Two.
6.80 per cent.
193 54

MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter,	} Nothing.
58. Increase during the year of capital stock paid in,	
59. Increase of funded debt during the year,	
60. Increase of floating debt during the year,	
61. Decrease of funded debt during the year,	
62. Decrease of floating debt during the year,	
63. Increase of mortgage debt during the year,	
64. Decrease of mortgage debt during the year,	
65. Increase in cost of road during the year,	
66. Decrease in nominal cost of road,	
67. Increase in cost of equipment during the year,	
68. Decrease in cost of equipment during the year,	
69. Increase of unredeemed tickets during the year,	
70. Decrease of unredeemed tickets during the year,	
71. Present amount of unredeemed tickets,	
72. List of accidents on road during the year,	

ESTES HOWE,
JAMES W. EMERY,
JOSEPH H. CONVERSE,
GARDINER G. HUBBARD,
R. E. DENNISON,

Directors of the Boston and Chelsea Railway Company.

SUFFOLK, ss. January 3, 1867. Then personally appeared Estes Howe, James W. Emery, Joseph H. Converse, Gardiner G. Hubbard, R. E. Dennison, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

J. M. PINKERTON, *Justice of the Peace.*

REPORT
OF THE
BROADWAY RAILWAY COMPANY,
FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.		
1. Capital stock, fixed by charter,		\$350,000 00
2. Capital stock, as voted by the company,	\$325,000 00	
3. Capital stock paid in, expressed in money,	325,000 00	
4. Funded debt,	None.	
5. Floating debt, including amount of unredeemed tickets,	20,450 52	
6. Total debt,		20,450 52
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	None.	
8. Number of mortgages on any other property of the corporation, specifying the amounts,	None.	
9. Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	20,666 31	
COST OF THE RAILWAY.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	\$128,317 78	
CHARACTERISTICS OF THE RAILWAY.		
11. Length of railway laid with single main track,	14,195.5 feet.	
12. Length of railway laid with double main track,	8,039.5 feet.	
13. Length of branches owned by the Company, stating amount of double track, if any,	None.	
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	1,400 feet.	
15. Total length of track measured as single track,	31,674.5 feet.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron, [all rolled,]	{ 29,992 feet, 55 lbs. 1,682 feet, 45 lbs.	

256 BROADWAY [STREET] RAILWAY COMPANY. [Jan.]

17. Maximum grade per mile, with length of grade, .	335 ft. to a mile for 400 ft.
18. Shortest radius of curvature, with length of curve, .	33 ft. radius, 46½ ft. long.
19. Total length of track paved,	All paved.
COST OF EQUIPMENT.	
20. Number of cars, and cost, [32]	\$31,325 00
21. Number of horses, and cost, [218]	31,195 00
22. Cost of omnibuses, sleighs, and other vehicles, .	17,990 00
23. Cost of real estate, including buildings owned by the Company,	97,229 54
24. Cost of buildings owned by the Company, on land not owned by the Company,	Nothing.
25. Cost of other articles of equipment,	42,222 00
26. Net amount at which the equipment stands charged on the books of the Company,	219,961 54
DOINGS DURING THE YEAR.	
27. Total number of miles run during the year, .	437,476.52
28. Average cost per mile run,	28½
29. Total number of passengers carried in the cars, .	3,108,048
30. Total number of round trips run during the year, .	81,479
31. Average number of passengers each round trip, .	38
32. Rate of speed adopted, including stops and detentions,	5 miles.
33. Number of persons regularly employed, specifying the occupations of each,	98
[1 president, 1 superintendent, 1 treasurer and clerk, 27 conductors, 27 drivers, 2 receivers, 6 watchmen and feeders, 1 foreman, 14 hostlers, 3 helpers, 3 wood-workers, 7 blacksmiths, 3 painters, 1 harness-maker, 1 starter.]	
EXPENDITURES FOR WORKING THE RAILWAY.	
34. For repairs of railway,	\$2,418 57
35. For repairs of equipments,	7,556 22
36. For repairs of real estate,	433 88
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	58,405 52
38. For interest,	380 00
39. For taxes and insurance, other than United States taxes,	5,497 28
40. For United States taxes,	4,387 13
41. For rent and tolls paid other companies for use of their roads,	Nothing.
42. Amount paid other companies for the use of bridges and ferries,	Nothing.
43. For provender,	32,402 35
44. For loss on horses,	2,024 93
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	11,157 82
46. Total expenses,	\$124,643 70 .
EARNINGS.	
47. Received from passengers in cars and omnibuses, and for tickets sold,	\$167,040 35
48. From other roads, as toll or rent for use of road, .	Nothing.
49. From other sources, specifying from what source in each item exceeding five hundred dollars,	1,806 03
[Rents, \$673.20.]	

50. Total earnings,		\$168,846 38
51. Net earnings, after deducting expenses,	\$44,202 68	
52. Surplus earnings of previous year on hand,	825 82	
53. Total surplus,		44,528 50
54. Dividends declared, during the year,	23,946 87	
55. Total percentage of dividends for the year,	7 per cent.	
56. Present surplus,	20,582 13	
MISCELLANEOUS.		
57. Increase during the year of capital stock, as fixed by charter,	Nothing.	
58. Increase during the year of capital stock paid in,	Nothing.	
59. Increase of funded debt during the year,	Nothing.	
60. Increase of floating debt during the year,	\$13,163 10	
61. Decrease of funded debt during the year,	—	—
62. Decrease of floating debt during the year,	—	—
63. Increase of mortgage debt during the year,	—	—
64. Decrease of mortgage debt during the year,	—	—
65. Increase in cost of road during the year,	20,505 03	
66. Decrease in nominal cost of road,	Nothing.	
67. Increase in cost of equipment, during the year,	3,549 50	
68. Decrease in cost of equipment during the year,	—	—
69. Increase of unredeemed tickets during the year,	391 17	
70. Decrease of unredeemed tickets during the year,	—	—
71. Present amount of unredeemed tickets,	450 52	
72. List of accidents on road during the year,	—	—

ACCIDENTS.

January 31, 1866.—Boy was run over, severing leg from his body. He subsequently died. Verdict of coroner's jury exonerated company and employees from blame.

February 1, 1866.—Man bruised in attempting to get on car.

February 27, 1866.—Man somewhat intoxicated fell from forward platform, wheel passed over his arm, which had to be amputated.

April 28, 1866.—Man somewhat intoxicated fell from car, and received bruises.

July 18, 1866.—Man fell from front platform backwards, and was bruised. Intoxicated.

September 17, 1866.—Man riding at a rapid rate came into collision with car, his carriage upset, and he was badly injured. Rum did it.

Woman in leaving car caught by hoop skirt, was thrown down and injured.

GEO. H. EVERSON,
D. L. BRADFORD,
SAM'L G. HOWE,
SETH ADAMS,

Directors of the Broadway Railway Company.

SUFFOLK, ss. December 31, 1866. Then personally appeared Geo. H. Everson, D. L. Bradford, Sam'l G. Howe, and Seth Adams, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

ROBERT JOHNSON, *Justice of the Peace.*

REPORT

OF THE

CAMBRIDGE RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.	
1. Capital stock, fixed by charter,	\$750,000 00
2. Capital stock, as voted by the Company,	\$727,800 00
3. Capital stock paid in, expressed in money,	727,800 00
4. Funded debt,*	150,000 00
5. Floating debt, including amount of unredeemed tickets,	93 78
6. Total debt,	\$150,093 78
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	} One on a part of the road to secure \$150,000 of the funded debt, as above.
8. Number of mortgages on any other property of the corporation, specifying the amounts,	
9. Amount of assets on hand, exclusive of the railway and equipment, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	} Reference is made to the Report of the Union Railway Company, hereto annexed.
COST OF THE RAILWAY.	
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	\$734,670 92
CHARACTERISTICS OF THE RAILWAY.	
11. Length of railway laid with single main track,	67,679 feet.
12. Length of railway laid with double main track,	22,828 feet.
13. Length of branches owned by the Company, stating amount of double track, if any,	31,511 feet, all single.
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	4,646 feet.
15. Total length of track measured as single track,	28 miles and 1,652 feet.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	} Rolled iron, grooved, 64 and 62 lbs.; T, 33 lbs.
17. Maximum grade per mile, with length of grade,	
18. Shortest radius of curvature, with length of curve,	209 11-21 feet per mile; 630 feet in length.
19. Total length of track paved,	40 feet; 17 feet in length. All the main track is paved.

* The full amount of the debt is secured by the sinking fund and a guarantee fund in the hands of Trustees, raised by an issue of stock.

COST OF EQUIPMENT.

- 20. Number of cars and cost,
- 21. Number of horses and cost,
- 22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company,
- 23. Cost of real estate, including buildings owned by the Company,
- 24. Cost of buildings owned by the Company, on land not owned by the Company,
- 25. Cost of other articles of equipment,
- 26. Net amount at which the equipment stands charged on the books of the Company,

DOINGS DURING THE YEAR.

- 27. Total number of miles run during the year,
- 28. Average cost per mile run,
- 29. Total number of passengers carried in the cars,
- 30. Total number of round trips run during the year,
- 31. Average number of passengers each round trip,
- 32. Rate of speed adopted, including stops and detentions,
- 33. Number of persons regularly employed, specifying the occupations of each,

EXPENDITURES FOR WORKING THE RAILWAY.

- 34. For repairs of railway,
- 35. For repairs of equipments,
- 36. For repairs of real estate,
- 37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,
- 38. For interest,
- 39. For taxes and insurance, other than U. S. taxes,
- 40. For United States taxes,
- 41. For rent and tolls paid other Companies for use of their roads,
- 42. Amount paid other Companies for the use of bridges and ferries,
- 43. For provender,
- 44. For loss on horses,
- 45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,
- 46. Total expenses,

EARNINGS.

- 47. Received from passengers in cars and omnibuses, and for tickets sold,
- 48. From other roads, as toll or rent for use of road,
- 49. From other sources, specifying from what source in each item exceeding five hundred dollars,
- 50. Total earnings,
- 51. Net earnings, after deducting expenses,
- 52. Surplus earnings of previous year on hand,
- 53. Total surplus,
- 54. Dividends declared during the year,
- 55. Total percentage of dividends for the year,
- 56. Present surplus,

Reference is made to the Report of the Union Railway Company, hereto annexed.

Nine per cent. on the amount of the capital, interest on the bonds, and two per cent. on the bonds for a sinking fund, from which is deducted the United States and State taxes.

MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter, . . .	} Nothing.
58. Increase during the year of capital stock paid in, . . .	
59. Increase of funded debt during the year, . . .	
60. Increase of floating debt during the year, . . .	
61. Decrease of funded debt during the year, . . .	
62. Decrease of floating debt during the year, . . .	
63. Increase of mortgage debt during the year, . . .	} Reference is made to the Report of the Union Railway Company, hereto annexed.
64. Decrease of mortgage debt during the year, . . .	
65. Increase in cost of road during the year, . . .	
66. Decrease in nominal cost of road, . . .	
67. Increase in cost of equipment during the year, . . .	
68. Decrease in cost of equipment during the year, . . .	
69. Increase of unredeemed tickets during the year, . . .	
70. Decrease of unredeemed tickets during the year, . . .	
71. Present amount of unredeemed tickets, . . .	
72. List of accidents on road, during the year, . . .	

GARDINER G. HUBBARD,
ESTES HOWE,
CHARLES C. LITTLE,
W. A. SAUNDERS,
R. E. DENNISON,

Directors of the Cambridge Railway Company.

SUFFOLK, ss. December 31, 1866. Then personally appeared Gardiner G. Hubbard, Estes Howe, Chas. C. Little, William A. Saunders, R. E. Dennison, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

J. M. PINKERTON, *Justice of the Peace.*

REPORT

OF THE

LOWELL HORSE RAILROAD COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.

1. Capital stock, fixed by charter,		\$100,000.00
2. Capital stock, as voted by the Company,	\$100,000 00	
3. Capital stock paid in, expressed in money,	46,000 00	
4. Funded debt,	None.	
5. Floating debt, including amount of unredeemed tickets,	None.	
6. Total debt,	None.	
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	None.	
8. Number of mortgages on any other property of the corporation, specifying the amounts,	None.	
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	None.	

COST OF THE RAILWAY.

10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	\$35,927 36
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CHARACTERISTICS OF THE RAILWAY.

11. Length of railway laid with single main track,	13,569 feet.
12. Length of railway laid with double main track,	None.
13. Length of branches owned by the Company, stating amount of double track, if any,	None.
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	684 feet.
15. Total length of track, measured as single track,	14,253 feet.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	28½ lbs., rolled.
17. Maximum grade per mile, with length of grade,	—
18. Shortest radius of curvature, with length of curve,	368½ ft. per mile for 248 ft.
19. Total length of track paved,	6,063 feet.

COST OF EQUIPMENT.		
20. Number of cars, and cost, [6]	\$5,818 17	
21. Number of horses, and cost, [35]	4,890 69	
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,	1,263 95	
23. Cost of real estate, including buildings owned by the Company,	None.	
24. Cost of buildings owned by the Company, on land not owned by the Company,	None.	
25. Cost of other articles of equipment,	1,536 26	
26. Net amount at which the equipment stands charged on the books of the Company,		\$13,509 07
DOINGS DURING THE YEAR.		
27. Total number of miles run during the year,	72,595	
28. Average cost per mile run,	23 6-10 cents.	
29. Total number of passengers carried in the cars,	367,312	
30. Total number of round trips run during the year,	13,441	
31. Average number of passengers each round trip,	27.32	
32. Rate of speed adopted, including stops and detentions,	5 miles per hour.	
33. Number of persons regularly employed, specifying the occupations of each, [1 treasurer, 1 superintendent, 6 conductors, 6 drivers, 3 stable-men, and 1 track-man,]	18	
EXPENDITURES FOR WORKING THE RAILWAY.		
34. For repairs of railway,	\$52 34	
35. For repairs of equipments,	561 19	
36. For repairs of real estate,	Nothing.	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	6,567 25	
38. For interest,	Nothing.	
39. For taxes and insurance, other than United States taxes,	809 72	
40. For United States taxes,	498 37	
41. For rent and tolls paid other companies for use of their roads,	Nothing.	
42. Amount paid other companies for the use of bridges and ferries,	Nothing.	
43. For provender,	5,456 82	
44. For loss on horses,	Nothing.	
45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	3,192 90	
46. Total expenses,		\$17,138 59
EARNINGS.		
47. Received from passengers in cars and omnibuses, and for tickets sold,	\$19,872 08	
48. From other roads, as toll or rent for use of road,	Nothing.	
49. From other sources, specifying from what source in each item exceeding five hundred dollars,	467 06	
50. Total earnings,		\$20,339 14
51. Net earnings, after deducting expenses,	3,200 55	
52. Surplus earnings of previous year on hand,	654 28	
53. Total surplus,	3,854 83	
54. Dividends declared, during the year,	None.	

55. Total percentage of dividends for the year, . . .	Nothing.
56. Present surplus, [\$1,412.67 paid on debt of last year, and \$2,023.76 for new equipment,] . . .	\$418 40
MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter,	Nothing.
58. Increase during the year of capital stock paid in,	\$2,293 73
59. Increase of funded debt during the year,	None.
60. Increase of floating debt during the year,	None.
61. Decrease of funded debt during the year,	None.
62. Decrease of floating debt during the year,	1,412 67
63. Increase of mortgage debt during the year,	None.
64. Decrease of mortgage debt during the year,	None.
65. Increase in cost of road during the year,	2,221 02
66. Decrease in nominal cost of road,	Nothing.
67. Increase in cost of equipment during the year,	2,096 47
68. Decrease in cost of equipment during the year,	- -
69. Increase of unredeemed tickets during the year,	} Balanced by tickets taken, not yet paid for by agents.
70. Decrease of unredeemed tickets during the year,	
71. Present amount of unredeemed tickets,	- -
72. List of accidents on road during the year,	- -

ACCIDENT.

July 14, 1866.—C. H. McQuade, an adult, while jumping upon a car in motion, fell upon the track and had one of his legs cut off. He is now in good health.

WM. E. LIVINGSTON,
ALBERT WHEELER,
ROB'T WOOD,
JOHN A. GOODWIN,

Majority of the Directors of the Lowell Horse Railroad Company.

MIDDLESEX, ss. January 3, 1867. Then personally appeared William E. Livingston, Albert Wheeler, Robert Wood and John A. Goodwin, and severally made oath to the truth of the foregoing statement by them subscribed.

Before J. D. PINDER, *Justice of the Peace.*

REPORT

OF THE

LYNN AND BOSTON RAILWAY COMPANY.

FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.	
1. Capital stock, fixed by charter,	\$200,000 00
2. Capital stock, as voted by the Company,	\$200,000 00
3. Capital stock paid in, expressed in money,	200,000 00
4. Funded debt,	50,000 00
5. Floating debt, including amount of unredeemed tickets,	50,032 24
6. Total debt,	\$100,032 24
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	One for \$50,000.00
8. Number of mortgages on any other property of the corporation, specifying the amounts,	Not any.
9. Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, [including \$5,500.00 sinking fund,]	12,754 18
[Assets in material for operating road,]	7,185 99
COST OF THE RAILWAY.	
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	\$170,832 68
CHARACTERISTICS OF THE RAILWAY.	
11. Length of railway laid with single main track,	10½ miles.
12. Length of railway laid with double main track,	—
13. Length of branches owned by the Company, stating amount of double track, if any,	One mile, single track.
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	4,400 feet.
15. Total length of track, measured as single track,	12½ miles.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	} Rolled iron; one-quarter 45 lbs. per yard, three-quarters 25 lbs. per yard.
17. Maximum grade per mile, with length of grade,	
18. Shortest radius of curvature, with length of curve,	40 feet radius; 65 feet long.
19. Total length of track paved,	About 2 miles.

Cost of Equipment.		
20. Number of cars, and cost, [31]	\$30,000 00	
21. Number of horses, and cost, [211]	28,485 00	
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company,	5,600 00	
23. Cost of real estate, including buildings owned by the Company,	25,780 00	
24. Cost of buildings owned by the Company, on land not owned by the Company,	470 00	
25. Cost of other articles of equipment,	10,362 31	
26. Net amount at which the equipment stands charged on the books of the Company,		\$100,697 31
Doings during the Year.		
27. Total number of miles run during the year,	507,733	
28. Average cost per mile run,	31 41-100 cents.	
29. Total number of passengers carried in the cars,	2,192,920	
30. Total number of round trips run during the year,	41,232	
31. Average number of passengers each round trip,	53 18-100	
32. Rate of speed adopted, including stops and detentions,	6 miles per hour.	
33. Number of persons regularly employed, (specifying the occupations of each,)	92	
[Treasurer, superintendent, clerk, 2 receivers, 3 foremen, 24 conductors, 24 drivers, 23 stablemen, 11 mechanics, and 2 ferrymen.]		
Expenditures for Working the Railway.		
34. For repairs of railway,	\$5,977 79	
35. For repairs of equipments,	13,549 37	
36. For repairs of real estate,	760 87	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	46,587 61	
38. For interest,	5,191 90	
39. For taxes and insurance, other than United States taxes,	2,205 81	
40. For United States taxes,	3,502 27	
41. For rent and tolls paid other companies for use of their roads,	25,402 24	
42. Amount paid other companies for the use of bridges and ferries,		
43. For provender,	38,449 57	
44. For loss on horses,	813 00	
45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	17,049 12	
46. Total expenses,	159,489 55	
Earnings.		
47. Received from passengers in cars and omnibuses, and for tickets sold,	\$162,928 05	
48. From other roads, as toll or rent for use of road,	Nothing.	
49. From other sources, specifying from what source in each item, exceeding five hundred dollars,		
[Sales of manure, \$1,889.44; sundries, \$425.00,]		
50. Total earnings,	1,814 44	\$164,742 49
51. Net earnings, after deducting expenses,	5,252 94	
52. Surplus earnings of previous year on hand,	None.	
53. Total surplus,	None.	
54. Dividends declared during the year,	None.	

55. Total percentage of dividends for the year,	None.
56. Present surplus,	None.
MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter,	Nothing.
58. Increase during the year of capital stock paid in,	
59. Increase of funded debt during the year,	
60. Increase of floating debt during the year,	\$4,227 05
61. Decrease of funded debt during the year,	
62. Decrease of floating debt during the year,	Nothing.
63. Increase of mortgage debt during the year,	
64. Decrease of mortgage debt during the year,	
65. Increase in cost of road during the year,	4,209 38
66. Decrease in nominal cost of road,	
67. Increase in cost of equipment during the year,	215 30
68. Decrease in cost of equipment during the year,	-
69. Increase of unredeemed tickets during the year,	2,640 45
70. Decrease of unredeemed tickets during the year,	-
71. Present amount of unredeemed tickets,	-
72. List of accidents on road during the year,	-

ACCIDENTS.

February, 5, 1866.—A man, in attempting to cross the street in front of a passing car, was knocked down by the horses and slightly injured.

March 13, 1866.—A boy was knocked down by the horses attached to a car and somewhat bruised.

March 17, 1866.—A man, somewhat intoxicated, in attempting to get on to the forward platform of a car, fell, and the wheel passed over his foot.

April 20, 1866.—A man, in attempting to get on to a car, fell, and dislocated his thigh.

April 30, 1866.—A man jumped from a car in motion, fell, and sprained his wrist.

June 24, 1866.—A man fell from a car in motion and the wheel passed over his foot, somewhat injuring the same.

August 27, 1866.—A man stepped from the forward end of a car, before it had stopped; he fell, and the forward wheel passed over both of his legs. Since died.

October 22, 1866.—A young woman was slightly injured by a car starting while she was in the act of stepping off.

ISAAC STEBBINS,
PASCHAL P. P. WARE,
DEAN PEABODY,
N. W. TURNER,
JOHN E. M. GILLEY,
A. A. BREED,

Directors of the Lynn and Boston Railway Company.

SUFFOLK, ss. December 29, 1866. Then personally appeared Isaac Stebbins, P. P. P. Ware, Dean Peabody, N. W. Turner, J. E. M. Gilley, A. A. Breed, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

W. R. PEARMAIN, *Justice of the Peace.*

REPORT
OF THE
MALDEN AND MELROSE RAILWAY COMPANY,
FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.		
1. Capital stock, fixed by charter,		\$200,000 00
2. Capital stock, as voted by the Company,	\$200,000 00	
3. Capital stock paid in, expressed in money, . . .	200,000 00	
4. Funded debt,*	58,727 56	
5. Floating debt, including amount of unredeemed tickets,	-	-
6. Total debt,	-	-
7. Number of mortgages on road and franchise and amount of debt secured thereby,	2	58,727 56
8. Number of mortgages on any other property of the corporation, specifying the amounts,	-	-
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair, . .	Nothing.	
COST OF THE RAILWAY.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	\$60,246 46	
CHARACTERISTICS OF THE RAILWAY.		
11. Length of railway laid with single main track, . .	18,006 feet.	
12. Length of railway laid with double main track, . .	None.	
13. Length of branches owned by the Company, stating amount of double track, if any,	None.	
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	1,000 feet.	
15. Total length of track measured as single track, . .	19,006 feet.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	{ 33, 45, and 55½ lbs., rolled iron.	
17. Maximum grade per mile, with length of grade, . .	264 feet per mile.	
18. Shortest radius of curvature, with length of curve, . .	- -	
19. Total length of track paved,	About 6,000 feet.	

* Payment of the funded debt is assumed and paid by the Middlesex Railroad Company.

268 MALDEN & MELROSE [STREET] RAILWAY. [Jan.

COST OF EQUIPMENT.		
20. Number of cars, and cost,	} None.	
21. Number of horses and cost,		
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company,		
23. Cost of real estate, including buildings owned by the Company,		
24. Cost of buildings owned by the Company, on land not owned by the Company,		
25. Cost of other articles of equipment,		
26. Net amount at which the equipment stands charged on the books of the Company,		
DOINGS DURING THE YEAR.*		
27. Total number of miles run during the year,	67,028 miles.	
28. Average cost per mile run,	-	-
29. Total number of passengers carried in the cars,		269,221
30. Total number of round trips run during the year,		9,724½
31. Average number of passengers each round trip,	27.67	
32. Rate of speed adopted, including stops and detentions,	6 miles per hour.	
33. Number of persons regularly employed, specifying the occupations of each, [5 conductors, 5 drivers, 3 stablers, 1 watchman,]	13	
EXPENDITURES FOR WORKING THE RAILWAY.		
34. For repairs of railway,	-	-
35. For repairs of equipments,	-	-
36. For repairs of real estate,	-	-
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,	-	-
38. For interest,	-	-
39. For taxes and insurance, other than United States taxes,	-	-
40. For United States taxes,	-	-
41. For rent and tolls paid other companies for use of their roads,	-	-
42. Amount paid other companies for the use of bridges and ferries,	-	-
43. For provender,	-	-
44. For loss on horses,	-	-
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	-	-
46. Total expenses,	-	-
EARNINGS.		
47. Received from passengers in cars and omnibuses, and for tickets sold, [by Middlesex Road,]	\$27,144 02	
48. From other roads, as toll or rent for use of road,	-	-
49. From other sources, specifying from what source in each item exceeding five hundred dollars,	-	-

* The road owned by this Company is under lease to the Middlesex Railroad Company for the term of fifty years from the date of its charter. The lessees are to pay the interest on the mortgage bonds, and pay the bonds at maturity; and after deducting from the net profits of running their road, together with the several roads they operate, the sum of nine per cent. per annum, then to pay the balance of said net profits to this Company, until the same shall equal an annual dividend of eight per cent. on sixteen hundred and fifty-five shares of the capital stock of this Company. The road being equipped, operated and kept in repair by the Middlesex Railway Company, reference is made to its return for replies to the interrogatories in the blank form of return furnished by the Secretary of the Commonwealth.

50. Total earnings,	-	-
51. Net earnings, after deducting expenses,	-	-
52. Surplus earnings of previous year on hand,	-	-
53. Total surplus,	-	-
54. Dividends declared during the year,	-	-
55. Total percentage of dividends for the year,	-	-
56. Present surplus,	-	-
MISCELLANEOUS.		
57. Increase during the year of capital stock, as fixed by charter,	-	-
58. Increase during the year of capital stock paid in,	-	-
59. Increase of funded debt during the year,	-	-
60. Increase of floating debt during the year,	-	-
61. Decrease of funded debt during the year,	-	-
62. Decrease of floating debt during the year,	-	-
63. Increase of mortgage debt during the year,	-	-
64. Decrease of mortgage debt during the year,	\$5,725 77	-
65. Increase in cost of road during the year,	-	-
66. Decrease in nominal cost of road,	-	-
67. Increase in cost of equipment during the year,	-	-
68. Decrease in cost of equipment during the year,	-	-
69. Increase of unredeemed tickets during the year,	-	-
70. Decrease of unredeemed tickets during the year,	-	-
71. Present amount of unredeemed tickets,	-	-
72. List of accidents on road during the year,	-	-

L. B. STONE,
JOHN E. M. GILLEY,
J. H. McFARLAND,

Directors of the Malden and Melrose Railway Company.

SUFFOLK, ss. December 31, 1866. Then personally appeared J. E. M. Gilley, L. B. Stone and J. H. McFarland, and severally made oath that the foregoing statement, by them subscribed, is true, to the best of their knowledge and belief.

Before

L. M. CHILD, *Justice of the Peace.*

REPORT
OF THE
MEDFORD AND CHARLESTOWN RAILWAY COMPANY,
FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.		
1. Capital stock, fixed by charter,		\$200,000 00
2. Capital stock, as voted by the Company,	\$25,000 00	
3. Capital stock paid in, expressed in money,	21,000 00	
4. Funded debt,	9,500 00	
5. Floating debt, including amount of unredeemed tickets,	-	-
6. Total debt,	-	-
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	} One mortgage; balance due \$9,500.00.	
8. Number of mortgages on any other property of the corporation, specifying the amounts,	None.	
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	Nothing.	
COST OF THE RAILWAY.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	\$36,600 00	
CHARACTERISTICS OF THE RAILWAY.		
11. Length of railway laid with single main track,	16,258 feet.	
12. Length of railway laid with double main track,	-	-
13. Length of branches owned by the Company, stating amount of double track, if any,	-	-
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	1,386 feet.	
15. Total length of track measured as single track,	16,258 feet.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	{ 13,554 feet T rail, 28 lbs. per yard; 18,172 feet T rail, 33 lbs. per yard; 2,362 lbs. street rail, 45 lbs. per yard; 1,200 feet street rail, 30 lbs. per yard; all wrought iron.	

17. Maximum grade per mile, with length of grade, .	242 feet in 986 feet.
18. Shortest radius of curvature, with length of curve, .	{ 200 feet radius in 96 feet length of curve.
19. Total length of track paved,	1,786 feet.

Cost of Equipment.

20. Number of cars and cost,	} Equipped and run by the Middlesex Railway Co.
21. Number of horses and cost,	
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,	
23. Cost of real estate, including buildings owned by the Company,	
24. Cost of buildings owned by the Company, on land not owned by the Company,	
25. Cost of other articles of equipment,	
26. Net amount at which the equipment stands charged on the books of the Company,	

DOINGS DURING THE YEAR.*

27. Total number of miles run during the year, .	59,459 miles.
28. Average cost per mile run,	-
29. Total number of passengers carried in the cars, .	213,531 passengers.
30. Total number of round trips run during the year, .	9,741 trips.
31. Average number of passengers each round trip, .	21 92-100
32. Rate of speed adopted, including stops and detentions,	6 miles per hour.
33. Number of persons regularly employed, specifying the occupations of each, [4 conductors, 4 drivers, 1 watchman, 2 stablers,]	11 men.

EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway,	} Equipped and run by the Middlesex Railway Co.
35. For repairs of equipments,	
36. For repairs of real estate,	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	-
38. For interest, [on bond of the Medford and Charlestown Railway Company, by said Company,]	\$600 00
39. For taxes and insurance, other than United States taxes,	124 57
40. For United States taxes,	75 65
41. For rent and tolls paid other companies for use of their roads, [By the Middlesex Company to the Medford and Charlestown Railway Co., an annual rental of \$2,240.00,]	2,240 00
42. For amount paid other companies for the use of bridges and ferries,	-
43. For provender,	-
44. For loss on horses,	-
45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	-
46. Total expenses,	-

EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold, [by the Middlesex Railway Company,]	\$19,626 98*
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* As reported by the Middlesex Railway Company.

272 MEDFORD & CHARLESTOWN [ST.] RAILWAY. [Jan.

48. From other roads, as toll or rent for use of road, .	-	-
49. From other sources, specifying from what source in each item, exceeding five hundred dollars, .		
50. Total earnings,	\$2,240 00*	
51. Net earnings, after deducting expenses, . . .	-	-
52. Surplus earnings of previous year on hand, .	-	-
53. Total surplus,	-	-
54. Dividends declared during the year, . . .	-	-
55. Total percentage of dividends for the year, .	-	-
56. Present surplus,	-	-
MISCELLANEOUS.		
57. Increase during the year of capital stock, as fixed by charter,	-	-
58. Increase during the year of capital stock paid in, .	-	-
59. Increase of funded debt during the year, . .	-	-
60. Increase of floating debt during the year, . .	-	-
61. Decrease of funded debt during the year, . .	\$500 00	
62. Decrease of floating debt during the year, . .	902 18	
63. Increase of mortgage debt during the year, . .	-	-
64. Decrease of mortgage debt during the year, . .	-	-
65. Increase in cost of road during the year, . .	-	-
66. Decrease in nominal cost of road,	-	-
67. Increase in cost of equipment during the year, .	-	-
68. Decrease in cost of equipment during the year, .	-	-
69. Increase of unredeemed tickets during the year, .	-	-
70. Decrease of unredeemed tickets during the year, .	-	-
71. Present amount of unredeemed tickets, . . .	-	-
72. List of accidents on road during the year, . .	-	-

* The Medford and Charlestown Railway is run by the Middlesex Railway Co., at an annual rental of \$2,240.00.

LUTHER FARWELL,
PETER C. HALL,
CHAS. CUMMINGS,

Directors of the Medford and Charlestown Railway Company.

MIDDLESEX, ss. December 31, 1866. Then personally appeared Luther Farwell, Peter C. Hall, Chas. Cummings, and severally made oath to the truth of the foregoing statement, by them subscribed.

Before

JOHN SPARRELL, *Justice of the Peace.*

REPORT
OF THE
METROPOLITAN RAILWAY COMPANY,
FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.	
1. Capital stock, fixed by charter,	\$1,950,000 00
2. Capital stock, as voted by the Company,	\$1,250,000 00
3. Capital stock paid in, expressed in money,	1,250,000 00
4. Funded debt,	None.
5. Floating debt, including amount of unredeemed tickets, [Notes payable, \$100,000.00, sundry accounts, \$27,454.50, unredeemed tickets, \$11,642.02,]	139,096 52
6. Total debt,	139,096 52
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	None.
8. Number of mortgages on any other property of the corporation, specifying the amounts,	None.
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	\$42,532 75
COST OF THE RAILWAY.	
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	\$895,557 31
CHARACTERISTICS OF THE RAILWAY.	
11. Length of railway laid with single main track,	17 508-1,000 miles.
12. Length of railway laid with double main track,	7 miles.
13. Length of branches owned by the Company, stating amount of double track, if any,	7 313-1,000 miles.
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	2 416-1,000 miles.
15. Total length of track measured as single track,	41 237-1,000 miles.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	-
[80 774-1,000 miles, 45 to 55 lbs. per yard; 8 792-1,000 miles, 33 lbs. per yard; 1 278-1,000, 28 lbs. per yard; 393-1,000 mile, strap rail,]	

17. Maximum grade per mile, with length of grade, .	251 59-100 feet, for 400 ft.
18. Shortest radius of curvature, with length of curve,	46 feet.
19. Total length of track paved,	28 539-1,000 miles.

COST OF EQUIPMENT.

20. Number of cars and cost,* [157]	\$143,472 94
21. Number of horses and cost, [837]	104,021 69
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company,	60,244 45
23. Cost of real estate, including buildings owned by the Company,	240,340 01
24. Cost of buildings owned by the Company, on land not owned by the Company,	13,922 36
25. Cost of other articles of equipment,	43,919 22
26. Net amount at which the equipment stands charged on the books of the Company,	\$605,920 67

DOINGS DURING THE YEAR.

27. Total number of miles run during the year,	2,005,820
28. Average cost per mile run,	31 9-10 cents.
29. Total number of passengers carried in the cars,	12,236,305
30. Total number of round trips run during the year,	275,849
31. Average number of passengers each round trip,	44
32. Rate of speed adopted, including stops and detentions,	5 to 6 miles per hour.
33. Number of persons regularly employed, specifying the occupations of each,	454
[President, treasurer, secretary, general superintendent, superintendent of construction and repairs, superintendent of stables and horses, 2 station agents, 2 road masters, 3 clerks, 7 receivers, 59 mechanics, 24 pavers and track repairers, 11 track-men, 101 conductors, 101 drivers, 50 hostlers, 13 feeders, 20 watchmen, 10 switchmen, 6 shifters, 6 starters, 2 millers, 31 helpers.]	

EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway,	\$24,791 96
35. For repairs of equipments,	41,614 44
36. For repairs of real estate,	6,156 51
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,	263,327 67
38. For interest,	15,264 06
39. For taxes and insurance, other than United States taxes, [\$21,195.25,]	} 40,834 77
40. For United States taxes, [\$19,639.52,]	
41. For rent and tolls paid other companies for use of their roads,	18,889 30
42. Amount paid other companies for the use of bridges and ferries,	None.
43. For provender,	139,673 40
44. For loss on horses,	7,500 00
45. For incidental expenses,—to include printing, president's, directors', superintendent's and treasurer's salaries, and all other expenses not herein before included,	81,889 58
46. Total expenses,	\$639,941 69

* Of the cars, four are steam or dummy-engine cars.

EARNINGS.		
47. Received from passengers in cars and omnibuses, and for tickets sold,	\$736,355 90	
48. From other roads, as toll or rent for use of road,	5,709 81	
49. From other sources, specifying from what source in each item exceeding five hundred dollars, [Manure, rents, advertising in cars,]	11,348 86	
50. Total earnings,		\$753,414 57
51. Net earnings, after deducting expenses,	113,472 88	
52. Surplus earnings of previous year on hand, [Nothing.] [Deficit, \$40,438.57.]	-	-
53. Total surplus,		73,034 31
54. Dividends declared during the year,	None.	
55. Total percentage of dividends for the year,	None.	
56. Present surplus,	73,034 31	
MISCELLANEOUS.		
57. Increase during the year of capital stock, as fixed by charter,	None.	
58. Increase during the year of capital stock paid in,	None.	
59. Increase of funded debt, during the year,	None.	
60. Increase of floating debt, during the year,	None.	
61. Decrease of funded debt, during the year,	None.	
62. Decrease of floating debt, during the year,	\$148,063 98	
63. Increase of mortgage debt, during the year,	None.	
64. Decrease of mortgage debt, during the year,	5,000 00	
65. Increase in cost of road, during the year,	2,595 61	
66. Decrease in nominal cost of road,	None.	
67. Increase in cost of equipment, during the year,	6,774 82	
68. Decrease in cost of equipment, during the year,	None.	
69. Increase of unredeemed tickets, during the year,	2,864 30	
70. Decrease of unredeemed tickets, during the year,	None.	
71. Present amount of unredeemed tickets,	11,642 02	
72. List of accidents on road during the year,	-	-

ACCIDENTS.

January 24, 1866.—A woman jumped from the platform of a car in motion, and fractured her leg.

June 1, 1866.—A child aged 4½ years ran from the rear of a standing car, directly in front of a passing car, and was fatally injured.

August 29, 1866.—A lady ran directly in front of the horses attached to a car that was in motion, and was slightly injured.

September 13, 1866.—A man, while in a state of intoxication, leaped from the platform of a moving car, fell, fractured his leg, and subsequently died.

September 23, 1866.—A very young child jumped from the front platform of a car in motion, and fractured his ankle, necessitating amputation.

Several slight accidents occurred during the year to persons who imprudently jumped from the cars while in motion; and several small boys, after stealing a ride, were injured slightly in jumping off.

HAYWARD P. CUSHING,
E. D. BRIGHAM,
LIBERTY BIGELOW,
WM. CUMSTON,
CHARLES O. ROGERS,
WM. GASTON,
WILLIAM HENDRY,
SILAS POTTER,

Directors of the Metropolitan Railway Company.

SUFFOLK, ss. December 31, 1866. Then personally appeared Hayward P. Cushing, E. D. Brigham, Liberty Bigelow, Chas. O. Rogers, Wm. Hendry, Wm. Cumston, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

JOHN L. ANDREWS, *Justice of the Peace.*

REPORT
OF THE
MIDDLESEX RAILWAY COMPANY,
FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.	
1. Capital stock, fixed by charter,	\$400,000 00.
2. Capital stock, as voted by the Company,	\$400,000 00
3. Capital stock paid in, expressed in money,	400,000 00
4. Funded debt,	38,000 00
5. Floating debt, including amount of unredeemed tickets, [\$1,942.88,]	76,444 00
6. Total debt,	-
7. Number of mortgages on road and franchise, and amount of debt secured thereby, [\$38,000 only issued, reduced by sinking fund, \$2,057.69—\$33,942.31.]	One of \$100,000.00
8. Number of mortgages on any other property of the corporation, specifying the amounts, [One on real estate, \$6,000, and \$60,000 bonds of Malden and Melrose Railroad Company, payment of which was assumed by this Company, now reduced by sinking fund to \$46,971.00—a reduction of \$2,484.61 during the year.	One on real estate—\$6,000.
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	76,534 40
COST OF THE RAILWAY.	
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	\$366,857 24
CHARACTERISTICS OF THE RAILWAY.	
11. Length of railway laid with single main track,	1,330 feet.
12. Length of railway laid with double main track,	11,972 feet.
13. Length of branches owned by the Company, stating amount of double track, if any,	{ Bunker Hill Branch, single track, 4,431 feet; double track, 1,191 feet. Somerville Branch, 2,276 feet, single track.

14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	2,081 feet.
15. Total length of track measured as single track,	38,090 feet.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	{ 27,939 ft., wrought, 56 lbs. ; 5,331 ft., wrought, 42 lbs. ; 1,058 feet, cast, 80 lbs. ; 2,780 feet, flat, grooved rail.
17. Maximum grade per mile, with length of grade,	251 feet, 400 feet.
18. Shortest radius of curvature, with length of curve,	36 feet, 48 feet.
19. Total length of track paved,	All paved.

COST OF EQUIPMENT.

20. Number of cars and cost, [35]	27,329 72
21. Number of horses and cost, [254]	36,475 00
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,	9,281 54
23. Cost of real estate, including buildings owned by the Company,	23,277 44
24. Cost of buildings owned by the Company, on land not owned by the Company,	14,776 51
25. Cost of other articles of equipment,	16,704 44
26. Net amount at which the equipment stands charged on the books of the Company,	127,844 65

DOINGS DURING THE YEAR.

27. Total number of miles run during the year, [including 109,071 miles by Metropolitan Railway Company,]	518,486 miles.
28. Average cost per mile run,	33 60-100
29. Total number of passengers carried in the cars,	2,025,597*
30. Total number of round trips run during the year,	61,425*
31. Average number of passengers each round trip,	33*
32. Rate of speed adopted, including stops and detentions,	5 miles per hour.
33. Number of persons regularly employed, specifying the occupations of each,	90
[President, treasurer, superintendent, 3 clerks, 1 overseer of stables, 20 conductors, 20 drivers, 2 shifters, 3 mechanics, (car shop,) 2 painters, 5 blacksmiths, 4 watchmen, 14 hostlers, 3 switchmen, 8 road men, 1 harness maker, 1 harness cleaner.]	

EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway,	\$4,241 75
35. For repairs of equipments,	13,176 42
36. For repairs of real estate,	686 20
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,	42,476 64
38. For interest,	6,946 13
39. For taxes and insurance, other than United States taxes,	3,955 47
40. For United States taxes,	3,086 31
41. For rent and tolls paid other companies for use of their roads,	7,619 44

* Not including those by Metropolitan Railway Company.

42. Amount paid other companies for the use of bridges and ferries,	\$185 75	
43. For provender,	35,731 79	
44. For loss on horses,	5,277 00	
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	22,355 95	
46. Total expenses,		\$145,738 85

EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold,	\$151,516 61	
48. From other roads, as toll or rent for use of road,	3,956 71	
49. From other sources, specifying from what source, in each item exceeding five hundred dollars, [manure,]	1,703 18	
50. Total earnings,		\$157,176 50
51. Net earnings, after deducting expenses,	11,437 65	
52. Surplus earnings of previous year on hand,	112 56	
53. Total surplus,		11,550 21
54. Dividends declared during the year,	None.	
55. Total percentage of dividends for the year,	None.	
56. Present surplus,	11,550 21	

MISCELLANEOUS.

57. Increase during the year of capital stock, as fixed by charter,	Nothing.	
58. Increase during the year of capital stock paid in,	Nothing.	
59. Increase of funded debt during the year,	1,942 31	
60. Increase of floating debt during the year,	2,434 37	
61. Decrease of funded debt during the year,	—	—
62. Decrease of floating debt during the year,	—	—
63. Increase of mortgage debt during the year,	—	—
64. Decrease of mortgage debt during the year,	4,000 00	
65. Increase in cost of road during the year,	4,779 34	
66. Decrease in nominal cost of road,	—	—
67. Increase in cost of equipment during the year,	2,489 96	
68. Decrease in cost of equipment during the year,	—	—
69. Increase of unredeemed tickets during the year,	884 26	
70. Decrease of unredeemed tickets during the year,	—	—
71. Present amount of unredeemed tickets,	1,942 88	
72. List of accidents on road during the year,	—	—

ACCIDENTS.

February 20, 1866.—An employee, carelessly carrying a plank, the end of which struck a telegraph post, broke his leg.

May 12, 1866.—A boy was knocked from a wagon by coming in contact with a car, and slightly injured.

July 17, 1866.—An ex-conductor, stepping from front platform, fell, and his foot was slightly injured.

September 25, 1866.—A boy, stealing a ride, fell from a car; injuries slight.

November 20, 1866.—At night, a boy running to take an inward car, carelessly run between the horses and car of an outward bound car, and was slightly injured.

An aged lady stepped backwards from a car in motion, fell, and was somewhat bruised.

E. C. EMERSON,
JAMES BECK,
CALEB RAND,
LUTHER FARWELL,
CHAS. EDWD. POWERS,
GEO. W. PALMER,

Directors of the Middlesex Railway Company.

SUFFOLK, ss. December 31, 1866. Then personally appeared E. C. Emerson, James Beck, Caleb Rand, Luther Farwell, Chas. Edward Powers and Geo. W. Palmer, and severally made oath that the foregoing statement, by them subscribed, is true, to the best of their knowledge and belief.

Before

LINUS M. CHILD, *Justice of the Peace.*

R E P O R T

OF THE

NORTHAMPTON AND WILLIAMSBURG RAILWAY
COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1866.*

CONDITION OF THE COMPANY.		
1. Capital stock, fixed by charter,		\$300,000 00
2. Capital stock, as voted by the company,	\$300,000 00	
3. Capital stock paid in, expressed in money,	300,000 00	
4. Funded debt,	-	-
5. Floating debt, including amount of unredeemed tickets,	4,626 96	
6. Total debt,		4,626 96
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	-	-
8. Number of mortgages on any other property of the corporation, specifying the amounts,	One—\$4,200.00.	
9. Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	302 98	
COST OF THE RAILWAY.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	Road to be built and equipped by contract; not yet finished.	
CHARACTERISTICS OF THE RAILWAY.		
11. Length of railway laid with single main track,	3 22-100 miles.	
12. Length of railway laid with double main track,	None.	
13. Length of branches owned by the Company, stating amount of double track, if any,	None.	
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	150 feet.	
15. Total length of track measured as single track,	17,306 feet.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	16,848 feet wrought rail, 33 lbs. per yard; 458 feet cast rail, 72 lbs. per yard.	

* Three miles of the road were opened to public September 8, 1866. This first Annual Report includes two months and twenty-two days.

17. Maximum grade per mile, with length of grade, .	264 ft. per mile, 790 ft. long.
18. Shortest radius of curvature, with length of curve, .	50 feet; 200 feet long.
19. Total length of track paved,	None.

COST OF EQUIPMENT.

20. Number of cars, and cost,	Equipment for road to be made by contract; not yet completed.
21. Number of horses, and cost,	
22. Cost of omnibuses, sleighs, and other vehicles, .	
23. Cost of real estate, including buildings owned by the Company,	
24. Cost of buildings owned by the Company, on land not owned by the Company,	
25. Cost of other articles of equipment,	
26. Net amount at which the equipment stands charged on the books of the Company,	

DOINGS DURING THE YEAR.

27. Total number of miles run during the year, .	7,992 miles.
28. Average cost per mile run,	31 cents.
29. Total number of passengers carried in the cars, .	23,372
30. Total number of round trips run during the year, .	1,357
31. Average number of passengers each round trip, .	17.3 .
32. Rate of speed adopted, including stops and detentions,	6 miles per hour.
33. Number of persons regularly employed, specifying the occupations of each, [2 conductors, 2 drivers, 3 hostlers, 1 watchman, 1 stable overseer.]	9

EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway,	-	-
35. For repairs of equipments,	\$73 44	
36. For repairs of real estate,	41 96	
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . .	1,204 42	
38. For interest,	-	
39. For taxes and insurance, other than United States taxes,	75 00	
40. For United States taxes,	37 13	
41. For rent and tolls paid other companies for use of their roads,	-	-
42. Amount paid other companies for the use of bridges and ferries,	-	-
43. For provender,	560 61	
44. For loss on horses,	-	-
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	482 95	
46. Total expenses,		\$2,475 51

EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold,	\$2,486 02	
48. From other roads, as toll or rent for use of road, .	-	-
49. From other sources, specifying from what source in each item exceeding five hundred dollars, .	200 24	
50. Total earnings,		\$2,686 26
51. Net earnings, after deducting expenses,	210 75	
52. Surplus earnings of previous year on hand, . .	-	-
53. Total surplus,		210 75

54. Dividends declared, during the year, . . .	-	-
55. Total percentage of dividends for the year, . . .	-	-
56. Present surplus,	\$210	75
MISCELLANEOUS.		
57. Increase during the year of capital stock, as fixed by charter, . . .	} First year.	
58. Increase during the year of capital stock paid in, .		
59. Increase of funded debt during the year, . . .		
60. Increase of floating debt during the year, . . .		
61. Decrease of funded debt during the year, . . .		
62. Decrease of floating debt during the year, . . .		
63. Increase of mortgage debt during the year, . . .		
64. Decrease of mortgage debt during the year, . . .		
65. Increase in cost of road during the year, . . .		
66. Decrease in nominal cost of road,		
67. Increase in cost of equipment, during the year, .	}	
68. Decrease in cost of equipment during the year, .		
69. Increase of unredeemed tickets during the year, .		
70. Decrease of unredeemed tickets during the year, .		
71. Present amount of unredeemed tickets, . . .		\$168 00
72. List of accidents on road during the year, . . .		No accidents.

THOS. E. HASTINGS,
H. O. DWIGHT,
N. CURTISS WHITE,

Directors of the Northampton and Williamsburg Street Railway Company.

HAMPSHIRE, ss. January 1, 1867. Then personally appeared Thomas E. Hastings and Henry O. Dwight, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

OLIVER WARNER, *Justice of the Peace.*

ONEIDA COUNTY, ss. CITY OF UTICA, N. Y. Personally appeared before me N. Curtiss White, and made oath to the truth of the foregoing statement by him subscribed this 10th day of January, 1867.

JAS. McQUADE, *Mayor of the City of Utica.*

REPORT

OF THE

QUINCY RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.	
1. Capital stock, fixed by charter,	\$150,000 00
2. Capital stock, as voted by the Company,	\$120,000 00
3. Capital stock paid in, expressed in money,	71,600 00
4. Funded debt,	58,400 00
5. Floating debt, including amount of unredeemed tickets,	55,000 00
6. Total debt,	113,400 00
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	50,000 00
8. Number of mortgages on any other property of the corporation, specifying the amounts,	{ \$3,800.00 on land and buildings in Dorchester; 46,000.00 on houses and land in Quincy.
9. Amount of assets on hand, exclusive of the railway and equipment, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	41,893 92
COST OF THE RAILWAY.	
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	\$77,640 00
CHARACTERISTICS OF THE RAILWAY.	
11. Length of railway laid with single main track,	5 689-1,000 miles.
12. Length of railway laid with double main track,	None.
13. Length of branches owned by the Company, stating amount of double track, if any,	None.
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	356-1,000
15. Total length of track measured as single track,	6 miles 45-1,000
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	Rolled iron, 34 and 36 lbs.
17. Maximum grade per mile, with length of grade,	280 ft. for distance of 200 ft.
18. Shortest radius of curvature, with length of curve,	120 radius, 40 feet long.
19. Total length of track paved,	None.

COST OF EQUIPMENT.

20. Number of cars and cost, [9]
 21. Number of horses and cost, [60]
 22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company,
 23. Cost of real estate, including buildings owned by the Company,
 24. Cost of buildings owned by the Company, on land not owned by the Company,
 25. Cost of other articles of equipment,
 26. Net amount at which the equipment stands charged on the books of the Company,

Originally furnished by contract, including cars, horses, harnesses, &c., for the sum of \$31,000. There has since been expended for new stable and other buildings, viz.: eight dwelling-houses for operatives of the road, and blacksmith's shop, horses, snow-plough, gravel car and sleighs, \$32,592.61, making cost of equipment, \$63,592.61.

DOINGS DURING THE YEAR.

27. Total number of miles run during the year,
 28. Average cost per mile run,
 29. Total number of passengers carried in the cars,
 30. Total number of round trips run during the year,
 31. Average number of passengers each round trip,
 32. Rate of speed adopted, including stops and detentions,

117,600
 27 cents.
 274,397
 5,880
 46 and a fraction.
 7 miles.

33. Number of persons regularly employed, specifying the occupations of each,

President, treasurer, superintendent, clerk, 6 conductors, 6 drivers, 10 stable-men, 2 blacksmiths and 1 carpenter.

EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway,
 35. For repairs of equipments,
 36. For repairs of real estate,
 37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,
 38. For interest,
 39. For taxes and insurance, other than U. S. taxes,
 40. For United States taxes,
 41. For rent and tolls paid other Companies for use of their roads,
 42. Amount paid other Companies for the use of bridges and ferries,
 43. For provender,
 44. For loss on horses,
 45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,
 46. Total expenses,

\$1,290 54
 1,886 92
 149 57
 12,647 41
 1,393 81
 1,044 75
 797 35
 2,100 00
 None.
 8,760 78
 150 00
 1,499 55
 \$31,720 67

EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold,
 48. From other roads, as toll or rent for use of road,
 49. From other sources, specifying from what source in each item exceeding five hundred dollars,
 [Rents, \$432.87; sundries, \$1,256.27, and profits on horses sold, \$1,317.00.]
 50. Total earnings,
 51. Net earnings, after deducting expenses,
 52. Surplus earnings of previous year on hand,
 53. Total surplus,

\$31,241 58
 None.
 3,015 14
 2,536 05
 None.
 None.
 \$34,256 72

54. Dividends declared during the year, . . .	None.
55. Total percentage of dividends for the year, . . .	None.
56. Present surplus,	None.
MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter,	None.
58. Increase during the year of capital stock paid in,	None.
59. Increase of funded debt during the year,	None.
60. Increase of floating debt during the year,	None.
61. Decrease of funded debt during the year,	None.
62. Decrease of floating debt during the year,	\$1,500 00
63. Increase of mortgage debt during the year,	None.
64. Decrease of mortgage debt during the year,	None.
65. Increase in cost of road during the year,	None.
66. Decrease in nominal cost of road,	None.
67. Increase in cost of equipment during the year,	None.
68. Decrease in cost of equipment during the year,	None.
69. Increase of unredeemed tickets during the year,	None.
70. Decrease of unredeemed tickets during the year,	None.
71. Present amount of unredeemed tickets,	None.
72. List of accidents on road, during the year,	One person slightly injured.

JOHN J. GLOVER,
WM. DEHON,
GEO. EATON,
PETER BUTLER,
Directors of the Quincy Railway Company.

SUFFOLK, ss. January 4, 1867. Then personally appeared John J. Glover, Wm. Dehon, Geo. Eaton and Peter Butler, and severally made oath to the truth of the foregoing statement by them subscribed, to the best of their knowledge, information and belief.

Before me, JOHN D. BRYANT, *Justice of the Peace.*

R E P O R T

OF THE

SALEM AND SOUTH DANVERS RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.

1. Capital stock, fixed by charter,		\$150,000 00
2. Capital stock, as voted by the Company,	\$150,000 00	
3. Capital stock paid in, expressed in money,	150,000 00	
4. Funded debt,	27,800 00	
5. Floating debt, including amount of unredeemed tickets, [mortgage No. 8, and bills payable,]	{ 1,790 57 1,800 00 557 48	4,148 05
6. Total debt,		\$31,448 05
7. Number of mortgages on road and franchise and amount of debt secured thereby,	-	
[One mortgage, and a supplementary mortgage to secure \$35,000.00 of bonds.]		
8. Number of mortgages on any other property of the corporation, specifying the amounts,	{ One of \$1,800.00 on house and land.	
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	3,728 34	

COST OF THE RAILWAY.

10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses, [including numbers 20 to 26, except \$2,828.00 of the real estate,]	\$176,558 67
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CHARACTERISTICS OF THE RAILWAY.

11. Length of railway laid with single main track,	6 8-100 miles.
12. Length of railway laid with double main track,	None.
13. Length of branches owned by the Company, stating amount of double track, if any,	{ To South Salem 1 7-100 miles.
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	2,100 feet.
15. Total length of track measured as single track,	7 15-100 miles.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	71 lbs and 45 lbs.; cast iron.

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17. Maximum grade per mile, with length of grade, .	{ 190 ft. per mile for $\frac{1}{4}$ of a mile.
18. Shortest radius of curvature, with length of curve, .	50 ft. for a distance of 75 ft.
19. Total length of track paved,	10,005 feet.
[Whole pavement, 6,782.]	
[Two rails paved, 787.]	
[One rail paved, 2,436.]	

COST OF EQUIPMENT.

20. Number of cars, and cost,	13 cars.
21. Number of horses and cost,	48 horses.
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company,	-
23. Cost of real estate, including buildings owned by the Company,	{ Assessed for \$13,000.00, and land bought this year, \$578.00.
24. Cost of buildings owned by the Company, on land not owned by the Company,	None.
25. Cost of other articles of equipment,	-
26. Net amount at which the equipment stands charged on the books of the Company,	Included in No. 10.

DOINGS DURING THE YEAR.

27. Total number of miles run during the year,	128,932
28. Average cost per mile run,	23 $\frac{1}{4}$ cents.
29. Total number of passengers carried in the cars,	707,057
30. Total number of round trips run during the year,	14,828
31. Average number of passengers each round trip,	48
32. Rate of speed adopted, including stops and detentions,	About 5 miles per hour.
33. Number of persons regularly employed, specifying the occupations of each,	26
[President, superintendent, (who is also treasurer,) receiver, starter, 8 drivers, 3 conductors, 5 hostlers, watchman, carpenter, 2 blacksmiths, track-cleaner, car-cleaner.]	

EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway,	\$401 03	
35. For repairs of equipments,	2,656 67	
36. For repairs of real estate,	-	-
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,	10,236 92	
38. For interest,	1,505 03	
39. For taxes and insurance, other than United States taxes,	1,225 35	
40. For United States taxes,	876 06	
41. For rent and tolls paid other companies for use of their roads,	-	-
42. Amount paid other companies for the use of bridges and ferries,	-	-
43. For provender,	7,524 09	
44. For loss on horses,	-	-
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	5,437 28	
46. Total expenses,		\$29,862 43

EARNINGS.		
47. Received from passengers in cars and omnibuses, and for tickets sold,	\$34,972 41	
48. From other roads, as toll or rent for use of road,	-	-
49. From other sources, specifying from what source in each item exceeding five hundred dollars,		
[From manure,]	998 01	
50. Total earnings,		\$35,970 42
51. Net earnings, after deducting expenses,	6,107 99	
[Also the above interest—\$1,505.03.]		
52. Surplus earnings of previous year on hand,	1,975 08	
53. Total surplus,		8,083 07
54. Dividends declared during the year,	6,000 00	
55. Total percentage of dividends for the year,	4 per cent.	
56. Present surplus,	2,083 07	
[Less sundry charges paid, belonging to the previous year, and charged to profit and loss,]	1,664 11	
[Net surplus,]		\$418 96
MISCELLANEOUS.		
57. Increase during the year of capital stock, as fixed by charter,	-	-
58. Increase during the year of capital stock paid in,	-	-
59. Increase of funded debt during the year,	\$10,700 00	
60. Increase of floating debt during the year,	-	-
61. Decrease of funded debt during the year,	-	-
62. Decrease of floating debt during the year, [including \$1,800.00 not reported in floating debt of last year,]	10,711 20	
63. Increase of mortgage debt during the year,	-	-
64. Decrease of mortgage debt during the year,	-	-
65. Increase in cost of road during the year,	310 23	
66. Decrease in nominal cost of road,	-	-
67. Increase in cost of equipment during the year,	155 12	
68. Decrease in cost of equipment during the year,	-	-
69. Increase of unredeemed tickets during the year,	327 50	
70. Decrease of unredeemed tickets during the year,	-	-
71. Present amount of unredeemed tickets, [recorded as outstanding, 36,180 tickets,]	1,790 57	
72. List of accidents on road during the year,	-	-

RECORD OF ACCIDENTS.

March 9, 1866.—A female passenger (name unknown,) fell from a car in motion, though cautioned by the conductor, and was slightly injured.

March 17, 1866.—A man (unknown,) stepped from a car in motion, fell; no injury reported.

April 19, 1866.—A female passenger (name unknown,) fell, while stepping from a car in motion. No signal was given to stop, and no injury reported.

May 3, 1866.—A car ran off the track, breaking a window by the jar, and slightly cutting the face of a passenger, (unknown.)

May 22, 1866.—A female passenger, named Smith, stepped from a car in motion, fell, and bruised her shoulder.

October 12, 1866—9.50, P.M.—Ran over the right leg of Patrick Conner, of Beverly, who was asleep upon the track on Essex Bridge.

October 16, 1866—9.30, P.M.—Ran over George Cole, of Beverly, who was intoxicated.

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October 27, 1866.—An intoxicated man, named Ingraham, fell from a car in motion, and had his toes crushed.

November 13, 1866.—An intoxicated man (name unknown,) fell from a car in motion. No injury reported.

ABNER C. GOODELL, JR.,
WILLIAM MACK,
J. H. LEAVITT,

Directors of the Salem and South Danvers Railway Company.

Essex, ss. January 1, 1867. Then personally appeared Abner C. Goodell, Jr., William Mack and J. H. Leavitt, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

THOMAS F. HUNT, *Justice of the Peace.*

REPORT
OF THE
SOMERVILLE [HORSE] STREET RAILWAY COMPANY,
FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.		
1. Capital stock, fixed by charter,		\$100,000 00
2. Capital stock, as voted by the Company,	\$75,000 00	
3. Capital stock paid in, expressed in money,	75,000 00	
4. Funded debt,	None.	
5. Floating debt, including amount of unredeemed tickets,		
6. Total debt,		
7. Number of mortgages on road and franchise, and amount of debt secured thereby,		
8. Number of mortgages on any other property of the corporation, specifying the amounts,		
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,		
COST OF THE RAILWAY.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	\$75,000 00	
CHARACTERISTICS OF THE RAILWAY.		
11. Length of railway laid with single main track,	19,041 feet.	
12. Length of railway laid with double main track,	None.	
13. Length of branches owned by the Company, stating amount of double track, if any,	None.	
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	598 feet.	
15. Total length of track, measured as single track,	19,638 feet.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	{ 4,911 feet rolled, 42 lbs. ; 14,728 feet rolled, 28 lbs.	
17. Maximum grade per mile, with length of grade,		Nominal.
18. Shortest radius of curvature, with length of curve,	168 feet—75 feet.	
19. Total length of track paved,	4,911 feet.	

COST OF EQUIPMENT.

20. Number of cars, and cost,
21. Number of horses, and cost,
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,
23. Cost of real estate, including buildings owned by the Company,
24. Cost of buildings owned by the Company, on land not owned by the Company,
25. Cost of other articles of equipment,
26. Net amount at which the equipment stands charged on the books of the Company,

Road operated by Middlesex and Union Railway Companies.

DOINGS DURING THE YEAR.

27. Total number of miles run during the year,
28. Average cost per mile run,
29. Total number of passengers carried in the cars,
30. Total number of round trips run during the year,
31. Average number of passengers each round trip,
32. Rate of speed adopted, including stops and detentions,
33. Number of persons regularly employed, specifying the occupations of each,

Milk Street line, 48,585 miles; Webster Avenue line, 19,727 miles.

299,509

20,738

14.44

6 miles per hour.

EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway,
35. For repairs of equipments,
36. For repairs of real estate,
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,
38. For interest,
39. For taxes and insurance, other than United States taxes,
40. For United States taxes,
41. For rent and tolls paid other companies for use of their roads,
42. Amount paid other companies for the use of bridges and ferries,
43. For provender,
44. For loss on horses,
45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,
46. Total expenses,

All paid by lessees except taxes and insurance, \$169.50, and incidental expenses, \$1,959.00.

EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold,
48. From other roads, as toll or rent for use of road,
49. From other sources, specifying from what source in each item exceeding five hundred dollars,
50. Total earnings,
51. Net earnings, after deducting expenses,
52. Surplus earnings of previous year on hand,
53. Total surplus,
54. Dividends declared, during the year,
55. Total percentage of dividends for the year,
56. Present surplus,

Received by lessees.

\$4,378 90

\$4,378 90

2,250 00

None.

2,250 00

3 per cent.

Nothing.

MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter,	\$25,000 00
58. Increase during the year of capital stock paid in,	25,000 00
59. Increase of funded debt during the year,	None.
60. Increase of floating debt during the year,	
61. Decrease of funded debt during the year,	
62. Decrease of floating debt during the year,	
63. Increase of mortgage debt during the year,	25,000 00
64. Decrease of mortgage debt during the year,	
65. Increase in cost of road during the year,	25,000 00
66. Decrease in nominal cost of road,	None.
67. Increase in cost of equipment during the year,	
68. Decrease in cost of equipment during the year,	
69. Increase of unredeemed tickets during the year,	
70. Decrease of unredeemed tickets during the year,	None.
71. Present amount of unredeemed tickets,	
72. List of accidents on road during the year,	

CHARLES E. POWERS,
S. E. SEWALL,
ENOCH ROBINSON,
R. E. DEMMON,

Directors of the Somerville Horse Railway Company.

SUFFOLK, ss. December 31, 1866. Then personally appeared S. E. Sewall, Enoch Robinson, and R. E. Demmon, and severally made oath that the foregoing statement by them subscribed is true, to the best of their knowledge and belief.

Before

CHAS. E. POWERS, *Justice of the Peace.*

SUFFOLK, ss. December 31, 1866. Then personally appeared Chas. E. Powers, and made oath that the foregoing statement by him subscribed is true to the best of his knowledge and belief.

Before me,

J. M. CHURCHILL, *Justice of the Peace.*

REPORT
OF THE
STONEHAM STREET RAILWAY COMPANY,
FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.		
1. Capital stock, fixed by charter,		\$50,000 08
2. Capital stock, as voted by the Company,	\$33,000 00	
3. Capital stock paid in, expressed in money,	33,000 00	
4. Funded debt,	None.	
5. Floating debt, including amount of unredeemed tickets,	None.	
6. Total debt,	None.	
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	None.	
8. Number of mortgages on any other property of the corporation, specifying the amounts,	None.	
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	None.	
COST OF THE RAILWAY.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	\$31,000 00	
CHARACTERISTICS OF THE RAILWAY.		
11. Length of railway laid with single main track,	2½ miles.	
12. Length of railway laid with double main track,	None.	
13. Length of branches owned by the Company, stating amount of double track, if any,	None.	
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	100 feet.	
15. Total length of track measured as single track,	2½ miles.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	33 lbs.; rolled.	
17. Maximum grade per mile, with length of grade,	6-100, length 100 feet.	
18. Shortest radius of curvature, with length of curve,	120, length 121 feet.	
19. Total length of track paved,	None.	

COST OF EQUIPMENT.

20. Number of cars and cost,	3 cars, \$2,775.00.
21. Number of horses and cost,	12 horses, \$1,800.00.
22. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,	\$300 00
23. Cost of real estate, including buildings owned by the Company,	1,000 00
24. Cost of buildings owned by the Company, on land not owned by the Company,	1,000 00
25. Cost of other articles of equipment,	425 00
26. Net amount at which the equipment stands charged on the books of the Company,	6,300 00

DOINGS DURING THE YEAR.

27. Total number of miles run during the year,	20,345
28. Average cost per mile run,	37½ cents.
29. Total number of passengers carried in the cars,	102,697
30. Total number of round trips run during the year,	4,069
31. Average number of passengers each round trip,	25½
32. Rate of speed adopted, including stops and detentions,	7½ miles per hour.
33. Number of persons regularly employed, specifying the occupations of each,	{ 2 drivers, 1 conductor, 1 stable-man.

EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway,	\$394 65
35. For repairs of equipments,	1,236 56
36. For repairs of real estate,	7 50
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	2,258 00
38. For interest,	None.
39. For taxes and insurance, other than United States taxes,	142 35
40. For United States taxes,	335 25
41. For rent and tolls paid other companies for use of their roads,	None.
42. For amount paid other companies for the use of bridges and ferries,	None.
43. For provender,	2,452 94
44. For loss on horses,	—
45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	810 42
46. Total expenses,	\$7,637 67

EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold,	\$9,544 86
48. From other roads, as toll or rent for use of road,	None.
49. From other sources, specifying from what source in each item, exceeding five hundred dollars,	None.
50. Total earnings,	\$9,628 17
51. Net earnings, after deducting expenses,	1,990 50
52. Surplus earnings of previous year on hand,	None.
53. Total surplus,	None.
54. Dividends declared during the year,	2,084 20
55. Total percentage of dividends for the year,	6 per cent.
56. Present surplus,	50 cents.

MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter, . . .	None.
58. Increase during the year of capital stock paid in, .	None.
59. Increase of funded debt during the year, . . .	None.
60. Increase of floating debt during the year, . . .	None.
61. Decrease of funded debt during the year, . . .	None.
62. Decrease of floating debt during the year, . . .	None.
63. Increase of mortgage debt during the year, . . .	None.
64. Decrease of mortgage debt during the year, . . .	None.
65. Increase in cost of road during the year, . . .	None.
66. Decrease in nominal cost of road, . . .	None.
67. Increase in cost of equipment during the year, . .	\$500 00
68. Decrease in cost of equipment during the year, . .	None.
69. Increase of unredeemed tickets during the year, .	None.
70. Decrease of unredeemed tickets during the year, .	None.
71. Present amount of unredeemed tickets, . . .	None.
72. List of accidents on road during the year, . . .	-

ACCIDENT.

June 25, 1866.—John S. Mathews, while in a state of intoxication, walked in front of the horses, and was run over by the horses and car and fatally injured.

JOHN HILL,
LUTHER HILL,
A. V. LYNDE,
WILLIAM TIDD, JR.,
WM. HURD,

Directors of the Stoneham Railway Company.

MIDDLESEX, ss. December 31, 1866. Then personally appeared John Hill, Luther Hill, Wm. Hurd, Wm. Tidd, Jr., and A. V. Lynde, and severally made oath to the truth of the foregoing statement, by them subscribed.

Before

LYMAN DIKE, *Justice of the Peace.*

REPORT

OF THE

SUBURBAN RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.

1. Capital stock, fixed by charter,		\$150,000 00
2. Capital stock, as voted by the Company,	\$5,000 00	
3. Capital stock paid in, expressed in money,	5,000 00	
4. Funded debt,	None.	
5. Floating debt, including amount of unredeemed tickets,	} None.	
6. Total debt,		
7. Number of mortgages on road and franchise, and amount of debt secured thereby,		
8. Number of mortgages on any other property of the corporation, specifying the amounts,		
9. Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,		

COST OF THE RAILWAY.

10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	} Original cost of road as per sworn report of Cliftondale Railroad Company to legislature, 1862, \$95,000.
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CHARACTERISTICS OF THE RAILWAY.

11. Length of railway laid with single main track,	35,607 feet.*
12. Length of railway laid with double main track,	None.
13. Length of branches owned by the Company, stating amount of double track, if any,	None.
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	509 feet.*
15. Total length of track, measured as single track,	36,138 feet.*
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	} Rolled iron, 7½ lbs. ; a strap rail bolted and spiked on longitudinal stringers ; cast iron, 80 lbs.

* The rail originally laid was light, and a portion has been taken up and removed, leaving the road-bed, stringers and sleepers. Said rail to be replaced by a heavier one as soon as the times and travel will warrant.

- | | |
|---|------------------------|
| 17. Maximum grade per mile, with length of grade, . | 210 feet for 400 feet. |
| 18. Shortest radius of curvature, with length of curve, . | 75 feet for 113 feet. |
| 19. Total length of track paved, | None. |

COST OF EQUIPMENT.

- | | |
|---|--------------------------------------|
| 20. Number of cars, and cost, | } No equipment owned by the Company. |
| 21. Number of horses, and cost, | |
| 22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company, . | |
| 23. Cost of real estate, including buildings owned by the Company, | |
| 24. Cost of buildings owned by the Company, on land not owned by the Company, | |
| 25. Cost of other articles of equipment, | |
| 26. Net amount at which the equipment stands charged on the books of the Company, | |

DOINGS DURING THE YEAR.

- | | |
|---|--|
| 27. Total number of miles run during the year, . | } Included in Malden and Melrose Railroad Company's returns. |
| 28. Average cost per mile run, | |
| 29. Total number of passengers carried in the cars, . | |
| 30. Total number of round trips run during the year, . | |
| 31. Average number of passengers each round trip, . | |
| 32. Rate of speed adopted, including stops and detentions, | |
| 33. Number of persons regularly employed, (specifying the occupations of each,) | |

EXPENDITURES FOR WORKING THE RAILWAY.

- | | |
|---|--|
| 34. For repairs of railway, | } Included in Malden and Melrose Railroad Company's returns. |
| 35. For repairs of equipments, | |
| 36. For repairs of real estate, | |
| 37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . | |
| 38. For interest, | |
| 39. For taxes and insurance, other than United States taxes, | |
| 40. For United States taxes, | |
| 41. For rent and tolls paid other companies for use of their roads, | |
| 42. Amount paid other companies for the use of bridges and ferries, | |
| 43. For provender, | |
| 44. For loss on horses, | |
| 45. For incidental expenses, — to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included, | |
| 46. Total expenses, | |

EARNINGS.

- | | |
|---|--|
| 47. Received from passengers in cars and omnibuses, and for tickets sold, | } Included in Malden and Melrose Railroad Company's returns. |
| 48. From other roads, as toll or rent for use of road, . | |
| 49. From other sources, specifying from what source in each item, exceeding five hundred dollars, . | |
| 50. Total earnings, | } None. |
| 51. Net earnings, after deducting expenses, | |
| 52. Surplus earnings of previous year on hand, | |
| 53. Total surplus, | |
| 54. Dividends declared during the year, | |

55. Total percentage of dividends for the year, . . .	None.
56. Present surplus,	None.
MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter,	Nothing.
58. Increase during the year of capital stock paid in,	Nothing.
59. Increase of funded debt during the year,	None.
60. Increase of floating debt during the year,	
61. Decrease of funded debt during the year,	
62. Decrease of floating debt during the year,	
63. Increase of mortgage debt during the year,	
64. Decrease of mortgage debt during the year,	
65. Increase in cost of road during the year,	
66. Decrease in nominal cost of road,	
67. Increase in cost of equipment during the year,	
68. Decrease in cost of equipment during the year,	
69. Increase of unredeemed tickets during the year,	
70. Decrease of unredeemed tickets during the year,	
71. Present amount of unredeemed tickets,	
72. List of accidents on road during the year,	

L. B. STONE,
CHAS. E. POWERS,
L. M. CHILD,

Directors of the Suburban Railway Company.

SUFFOLK, ss. January 11, 1867. Then personally appeared L. B. Stone, Charles E. Powers, and L. M. Child, and severally made oath that the foregoing statement by them subscribed is true, to the best of their knowledge and belief.

Before

LINUS CHILD, *Justice of the Peace.*

REPORT

OF THE

UNION RAILWAY COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.		
1. Capital stock, fixed by charter,		\$200,000 00
2. Capital stock, as voted by the company,	\$200,000 00	
3. Capital stock paid in, expressed in money,	200,000 00	
4. Funded debt, [mortgages on real estate,]	24,000 00	
5. Floating debt, including amount of unredeemed tickets,	113,007 62	
6. Total debt,		137,007 62
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	} Funded debt secured by mortgages on real estate.	
8. Number of mortgages on any other property of the corporation, specifying the amounts,		
9. Amount of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,		35,037 96
COST OF THE RAILWAY.		
10. Net cost of road;—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	} The Union Railway Company do not own any tracks in the highways.	
CHARACTERISTICS OF THE RAILWAY.		
11. Length of railway laid with single main track,		
12. Length of railway laid with double main track,		
13. Length of branches owned by the Company, stating amount of double track, if any,		
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,		
15. Total length of track measured as single track,		
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,		
17. Maximum grade per mile, with length of grade,		
18. Shortest radius of curvature, with length of curve,		
19. Total length of track paved,		

COST OF EQUIPMENT.

20. Number of cars, and cost, [63]	\$42,500 00
21. Number of horses, and cost, [431]	64,650 00
22. Cost of omnibuses, sleighs, and other vehicles, . .	
23. Cost of real estate, including buildings owned by the Company,	3,451 92
24. Cost of buildings owned by the Company, on land not owned by the Company,	125,281 87
25. Cost of other articles of equipment,	15,660 18
26. Net amount at which the equipment stands charged on the books of the Company,	32,245 00
	288,788 97

DOINGS DURING THE YEAR.

27. Total number of miles run during the year,	940,470
28. Average cost per mile run, [exclusive of rent and interest, 27 39-100 cents; including rent and interest, 35 21-100 cents,]	-
29. Total number of passengers carried in the cars,	4,412,364
30. Total number of round trips run during the year,	128,253 .
31. Average number of passengers each round trip,	35.71
32. Rate of speed adopted, including stops and detentions,	6½ miles per hour.
33. Number of persons regularly employed, specifying the occupations of each,	234
[1 president, 1 treasurer, 1 clerk, 1 superintendent, 1 clerk to treasurer, 2 clerks to superintendent, 50 conductors, 51 drivers, 55 hostlers, 5 watchmen, 6 feeders, 10 blacksmiths, 3 overseers, 8 switchmen, 1 harness maker, 2 harness cleaners, 3 hay cutters, 1 painter, 9 mechanics, 4 teamsters, 18 roadmen, 1 starter.]	

EXPENDITURES FOR WORKING THE RAILWAY.

34. For repairs of railway,	\$4,875 02
35. For repairs of equipments,	17,602 15
36. For repairs of real estate,	1,523 05
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	114,358 17
38. For interest,	7,987 43
39. For taxes and insurance, other than United States taxes,	4,450 10
40. For United States taxes,	7,802 11
41. For rent and tolls paid other companies for use of their roads,	65,502 00
42. Amount paid other companies for the use of bridges and ferries,	Nothing.
43. For provender,	59,536 36
44. For loss on horses,	15,554 90
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,	31,946 36
46. Total expenses,	331,137 65

EARNINGS.

47. Received from passengers in cars and omnibuses, and for tickets sold,	\$326,721 08
48. From other roads, as toll or rent for use of road,	Nothing.
49. From other sources, specifying from what source in each item exceeding five hundred dollars,	14,526 72
50. Total earnings,	\$341,247 80

51. Net earnings, after deducting expenses,	\$10,110 15
52. Surplus earnings of previous year on hand,	Nothing.
53. Total surplus,	Nothing.
54. Dividends declared, during the year,	10,000 00
55. Total percentage of dividends for the year,	5 per cent.
56. Present surplus,	Nothing.
MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter,	Nothing.
58. Increase during the year of capital stock paid in,	\$40,000 00
59. Increase of funded debt during the year,	4,000 00
60. Increase of floating debt during the year,	Nothing.
61. Decrease of funded debt during the year,	Nothing.
62. Decrease of floating debt during the year,	17,734 99
63. Increase of mortgage debt during the year,	} See increase of funded debt.
64. Decrease of mortgage debt during the year,	
65. Increase in cost of road during the year,	} The road is not owned by this Company.
66. Decrease in nominal cost of road,	
67. Increase in cost of equipment, during the year,	40,980 87
68. Decrease in cost of equipment during the year,	Nothing.
69. Increase of unredeemed tickets during the year,	Unknown.
70. Decrease of unredeemed tickets during the year,	Unknown.
71. Present amount of unredeemed tickets,	Unknown.
72. List of accidents on road during the year,	- -

ACCIDENTS:

January 8, 1866.—A man was caught between the car and the team he was driving ; he was carried home. No bones broken.

April 7, 1866.—Arthur Moore (minor,) fell from forward platform ; car passed over his feet. No bones broken.

April 12, 1866.—A child was run over by the car and instantly killed. The Coroner's jury exonerated the Company from all blame.

May 25th, 1866.—A lady stepped from the car while in motion, was thrown down, and slightly injured.

JAMES W. EMERY,
CHARLES C. LITTLE,
W. A. SAUNDERS,
GARDINER G. HUBBARD,
JOSEPH H. CONVERSE,
ESTES HOWE,

Directors of the Union Railway Company.

MIDDLESEX, ss. December 28th, 1866. Then personally appeared James W. Emery, Charles C. Little, Wm. A. Saunders, Gardiner G. Hubbard, Jos. H. Converse and Estes Howe, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

J. B. DANA, *Justice of the Peace.*

REPORT
OF THE
WEST CAMBRIDGE [HORSE] RAILWAY COMPANY,
FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.		
1. Capital stock, fixed by charter,		\$50,000 00
2. Capital stock, as voted by the Company,	\$15,000 00	
3. Capital stock paid in, expressed in money,	13,600 00	
4. Funded debt,	None.	
5. Floating debt, including amount of unredeemed tickets,	} None.	
6. Total debt,		
7. Number of mortgages on road and franchise and amount of debt secured thereby,		
8. Number of mortgages on any other property of the corporation, specifying the amounts,		
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,		
COST OF THE RAILWAY.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	\$13,600 00	
CHARACTERISTICS OF THE RAILWAY.		
11. Length of railway laid with single main track,	8,325 feet.	
12. Length of railway laid with double main track,	} None.	
13. Length of branches owned by the Company, stating amount of double track, if any,		
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	498 feet.	
15. Total length of track measured as single track,	8,823 feet.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	32 lbs.; rolled iron.	
17. Maximum grade per mile, with length of grade,	100 ft. per mile for 1,600 ft.	
18. Shortest radius of curvature, with length of curve,	48 feet for 45 feet.	
19. Total length of track paved,	None.	

EARNINGS.		
47. Received from passengers in cars and omnibuses, and for tickets sold,	}	6 per cent. on the amount of capital, less taxes.
48. From other roads, as toll or rent for use of road,		
49. From other sources, specifying from what source, in each item exceeding five hundred dollars,		
50. Total earnings,		
51. Net earnings, after deducting expenses,		
52. Surplus earnings of previous year on hand,	-	-
53. Total surplus,	-	-
54. Dividends declared during the year,	Two.	
55. Total percentage of dividends for the year,	4 8-10 per cent.	
56. Present surplus,	-	-

ESTES HOWE,
GARDINER G. HUBBARD,
BENJA. POLAND,
S. G. DAMON,

Directors of the West Cambridge Horse Railway Company.

SUFFOLK, ss. January 3, 1867. Then personally appeared Estes Howe, Gardiner G. Hubbard, Benj. Poland, S. G. Damon, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

J. M. PINKERTON, *Justice of the Peace.*

NOTE.—No return of particulars in regard to the foregoing railway was made under “Cost of Equipment,” “Doings During the Year,” “Expenditures for Working the Railway,” and “Miscellaneous,” except—“Leased to Geo. Y. Wellington.”

Unavoidable circumstances have prevented the correction of these deficiencies up to the date of printing.

REPORT
OF THE
WINNISIMMET RAILWAY COMPANY,
FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.		
1. Capital stock, fixed by charter,		\$75,000 00
2. Capital stock, as voted by the Company,	\$75,000 00	
3. Capital stock paid in, expressed in money,	59,800 00	
4. Funded debt,	} None.	
5. Floating debt, including amount of unredeemed tickets,		
6. Total debt,		
7. Number of mortgages on road and franchise, and amount of debt secured thereby,		
8. Number of mortgages on any other property of the corporation, specifying the amounts,		
9. Amount of assets on hand, exclusive of the railway and equipment, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,		32 86
COST OF THE RAILWAY.		
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,		\$62,151 74
CHARACTERISTICS OF THE RAILWAY.		
11. Length of railway laid with single main track,	2½ miles.	
12. Length of railway laid with double main track,	Not any.	
13. Length of branches owned by the Company, stating amount of double track, if any,	Not any.	
14. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	2,640 feet.	
15. Total length of track measured as single track,	2½ miles.	
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	} All 45 lbs. per yard; rolled iron.	
17. Maximum grade per mile, with length of grade,		
18. Shortest radius of curvature, with length of curve,	50 feet; 70 feet long.	
19. Total length of track paved,	2,600 feet.	

COST OF EQUIPMENT.		
20. Number of cars and cost,	}	The Company own none.
21. Number of horses and cost,		
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company,		
23. Cost of real estate, including buildings owned by the Company,		
24. Cost of buildings owned by the Company, on land not owned by the Company,		
25. Cost of other articles of equipment,		
26. Net amount at which the equipment stands charged on the books of the Company,		
DOINGS DURING THE YEAR.		
27. Total number of miles run during the year,	}	Cannot tell. The track is used by the Lynn and Boston Railroad Co.
28. Average cost per mile run,		
29. Total number of passengers carried in the cars,		
30. Total number of round trips run during the year,		
31. Average number of passengers each round trip,		
32. Rate of speed adopted, including stops and detentions,		
33. Number of persons regularly employed, specifying the occupations of each,		
EXPENDITURES FOR WORKING THE RAILWAY.		
34. For repairs of railway,	}	Road leased to Lynn and Boston Railroad Co. for fifty years from October 1st, 1862.
35. For repairs of equipments,		
36. For repairs of real estate,		
37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,		
38. For interest,	}	Nothing.
39. For taxes and insurance, other than U. S. taxes, [State tax,]		
40. For United States taxes,		\$355 33 31 87
41. For rent and tolls paid other Companies for use of their roads,	}	Nothing.
42. Amount paid other Companies for the use of bridges and ferries,		
43. For provender,		
44. For loss on horses,		
45. For incidental expenses,—to include printing, president's, directors', superintendent's, and treasurer's salaries, and all other expenses not herein before included,		
46. Total expenses,		
		78 16
		\$465 36
EARNINGS.		
47. Received from passengers in cars and omnibuses, and for tickets sold,		-
48. From other roads, as toll or rent for use of road,	\$3,600 00	
49. From other sources, specifying from what source in each item exceeding five hundred dollars,	120 00	
50. Total earnings,		\$3,720 00
51. Net earnings, after deducting expenses,	3,254 64	
52. Surplus earnings of previous year on hand,	1,652 06	
53. Total surplus,		4,906 70
54. Dividends declared during the year,	2,522 10	
55. Total percentage of dividends for the year,	4 per cent. and tax.	
56. Present surplus,	2,384 60	

MISCELLANEOUS.	
57. Increase during the year of capital stock, as fixed by charter, . . .	} Nothing.
58. Increase during the year of capital stock paid in, . . .	
59. Increase of funded debt during the year, . . .	
60. Increase of floating debt during the year, . . .	} \$499 68
61. Decrease of funded debt during the year, . . .	
62. Decrease of floating debt during the year, . . .	
63. Increase of mortgage debt during the year, . . .	} Nothing.
64. Decrease of mortgage debt during the year, . . .	
65. Increase in cost of road during the year, . . .	
66. Decrease in nominal cost of road, . . .	} Nothing.
67. Increase in cost of equipment during the year, . . .	
68. Decrease in cost of equipment during the year, . . .	
69. Increase of unredeemed tickets during the year, . . .	} Nothing.
70. Decrease of unredeemed tickets during the year, . . .	
71. Present amount of unredeemed tickets, . . .	
72. List of accidents on road, during the year, . . .	} Nothing.

W. R. PEARMAIN,
PASCHAL P. P. WARE,
ERASTUS RUGG,

Directors of the Winnisimmet Railway Company.

SUFFOLK, ss. December 20, 1866. Then personally appeared W. R. Pearmain, Paschal P. P. Ware, Erastus Rugg, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

NOBLE M. PERKINS, *Justice of the Peace.*

REPORT
OF THE
WORCESTER RAILWAY COMPANY,
FOR THE YEAR ENDING NOVEMBER 30, 1866.

CONDITION OF THE COMPANY.	
1. Capital stock, fixed by charter,	\$100,000 00
2. Capital stock, as voted by the Company,	- -
3. Capital stock paid in, expressed in money,	\$75,000 00
4. Funded debt,	52,000 00
5. Floating debt, including amount of unredeemed tickets,	- -
6. Total debt,	- -
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	{ 2 mortgages on road, franchise and equipment, to secure funded debt.
8. Number of mortgages on any other property of the corporation, specifying the amounts,	
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	{ 1 mortgage of \$8,000 on real estate; 1 mortgage of \$1,500 on four cars.
COST OF THE RAILWAY.	
10. Net cost of road,—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipment, or running expenses,	\$67,712 40
CHARACTERISTICS OF THE RAILWAY.	
11. Length of railway laid with single main track,	{ 30,704 feet.
12. Length of railway laid with double main track,	
13. Length of branches owned by the Company, stating amount of double track, if any,	- -
14. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	2,626 feet 9 inches.
15. Total length of track measured as single track,	66,661 feet 6 inches.
16. Weight of rail used, per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	{ Rolled iron, 45 lbs. to the yard.
17. Maximum grade per mile, with length of grade,	
18. Shortest radius of curvature, with length of curve,	- -
19. Total length of track paved,	30,704 feet.

COST OF EQUIPMENT.		
20. Number of cars and cost,	-	-
21. Number of horses and cost,	-	-
22. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company,	-	-
23. Cost of real estate, including buildings owned by the Company,	\$25,649	84
24. Cost of buildings owned by the Company, on land not owned by the Company,	-	-
25. Cost of other articles of equipment,	-	-
26. Net amount at which the equipment stands charged on the books of the Company,	28,461	41

On the 25th April, 1866, the custody of the property passed out of the hands of the Directors, under a warrant of the Court of Insolvency.

The Directors are unable to answer the questions relating to the doings of the present year.

DRAPER RUGGLES,
EDWD. EARLE,
ALBERT CURTIS,
JOSEPH SARGENT,
JAMES B. BLAKE,

Directors of the Worcester Horse Railway Company.

WORCESTER, ss. December 3, 1866. Then personally appeared Edward Earle, who made affirmation, and Draper Ruggles, Albert Curtis, Joseph Sargent and James B. Blake, who severally made oath to the truth of the foregoing statement by them subscribed.

Before

W. CROSS, *Justice of the Peace.*

A B S T R A C T S

OF THE PRECEDING

Railroad and Street Railway Reports,

FOR THE YEAR ENDING

November 30, 1866.

	Speed of Freight Trains, miles per hour.		Surplus.	CASUALTIES.	
				Fatal.	Not Fatal.
Agricultural	10½	00	\$74,093 93	3	2
Berkshire	-	00	-	-	-
Boston,	12	-	-	-	-
Boston,	10	00	625,213 82	7	4
Boston	12	00	933,395 08	10	-
Boston	12	00	542,051 38	3	7
Boston	12	00	600,318 20	9	10
Cape Cod	11	00	-	-	-
Cape Cod	13	00	-	-	-
Cheshire	20	-	-	-	-
Connecticut	10	00	64,399 95	-	1
Danvers	12	00	195,681 53	2	-
Dorchester	-	-	-	-	-
Eastern	-	-	-	-	-
Easton	12	41	201,587 11	15	4
Fairhaven	30	00	-	-	-
Fall River	15	-	-	2	-
Fitchburg	-	-	-	-	-
Fitchburg	10	00	511,173 54	8	3
Hartford	10½	00	28,380 01	-	-
Horn Point	12½	00	-	-	-
Lexington	8	-	-	-	-
Lowell	14	-	-	1	-
Medway	-	00	3,468 67	2	1
Middlebury	-	-	-	-	-
Nashua	14	-	14,665 05	-	-
New Bedford	10	00	187,065 91	-	1
Newbury	15	00	99,505 38	-	-
New Haven	-	-	-	-	-
New London	20	00	-	-	-
Norfolk	12	00	-	-	-
Norwich	9	-	35,047 14	-	-
Old Colony	8	00	244,774 82	4	2
Pittsfield	12	95	245,609 23	18	-
Providence	20	00	-	1	-
Rockport	12	00	-	3	3
Salem	-	00	3,466 08	-	-
South Boston	-	30	305 59	1	-
South Scituate	-	-	-	-	-
Stockbridge	15	-	47,344 55	-	-
Stoneham	6	37	-	-	-
Stony Brook	-	-	-	-	-
Stoughton	-	00	-	-	-
Taunton	18	00	11,714 99	-	-
Troy and	15	00	24,580 68	1	-
Vermont	-	-	-	-	-
Western	10	00	-	1	1
West Springfield	15	00	1,267,858 43	10	-
Worcester	-	00	336 93	-	-
Worcester	10	00	57,188 92	4	-
Total	-	03	\$6,019,227 07	105	39

, in c.	Debt.	t.
00	None.	-
00	\$20,450 52	1
00	150,093 78	-
00	None.	-
00	100,032 24	1
00	58,727 56	-
00	9,500 00	-
00	139,096 52	1
00	163,857 31	1
00	4,626 96	-
00	113,400 00	1
00	31,448 05	1
00	None.	-
00	None.	-
00	None.	-
00	137,007 62	1
00	None.	-
00	None.	-
00	52,000 00	-
00	\$979,740 56	3

ed in another S that given in previous years.
al stock of divi other side of this sheet.

OVEMBER 30, 1866.

	Net Income.	Per cent. of Dividends.	Amount of Dividends.	Surplus.	CASUALTIES.	
					Fatal.	Not Fatal.
	\$7,525 42	6 ¹ / ₁₀ per cent.	—	\$198 54	—	—
0	44,202 68	7 per cent.	\$28,946 87	20,582 13	1	6
	—	9 per cent.	65,500 00	—	—	—
	3,200 55	—	—	418 40	—	1
0	5,252 94	—	—	—	1	7
	—	—	—	—	—	—
	—	—	—	—	—	—
8	113,472 88	—	—	73,034 31	2	3
3	11,437 65	—	—	11,550 21	—	6
	210 75	—	—	210 75	—	—
1	2,536 05	—	—	—	—	1
3	6,107 99	4 per cent.	6,000 00	418 96	—	5
	2,250 00	3 per cent.	2,250 00	—	—	—
	1,990 50	6 per cent.	2,084 20	50	—	—
	—	—	—	—	—	—
3	10,110 15	5 per cent.	10,000 00	—	1	3
	—	—	—	—	—	—
	8,254 64	4 per cent.	2,522 10	2,384 60	—	—
	—	—	—	—	—	—
6	\$211,552 20	6.62 per ct.*	\$112,302 67	\$108,793 40	5	32

¹⁹ The Malden and Melrose, Medford and Charlestown, Somerville, and Suburban Railways, are leased to and operated by the Middlesex Railroad Company.

¹³ *Troy and Greenfield Railroad*.—Items printed are from return of the year 1864. The road is surrendered to the Commonwealth, and no return received from it.

¹⁴ “*Net Income*” of this abstract represents the amount remaining after deducting from “*Total Income*” the following items: Expense of Working, Interest Paid, and all State or National Taxes, on road, dividends, surplus, &c.

“*Amount of Dividends*” is designed to represent the amount actually paid to stockholders, not including tax on the same.

NOTE.—Wherever the returns are made in conformity with the blank form provided by the secretary of the Commonwealth, (every description of Taxes being reported under No. 127, and Interest under No. 137,) the Net Income and Dividends of the abstract will agree with the printed report of the company—and not otherwise.

APPENDIX.

[A.]

I N D E N T U R E .

This indenture of two parts, made and entered into this first day of December, A. D. eighteen hundred and sixty-five, by and between the Somerville Horse Railroad Company, a corporation duly established by law, the party of the first part, and the Middlesex Railroad Company, a corporation duly established by law, the party of the second part,

W I T N E S S E T H :

Whereas the party of the first part, under and by virtue of its charter, and certain contracts and agreements made and entered into with the Middlesex Railroad Company, did construct a railroad leading from and connected with the tracks of the party of the second part at Charlestown Neck, in Charlestown, in the county of Middlesex, at or near the line separating said Charlestown from Somerville, in the said county of Middlesex; thence along Washington Street, in said Somerville, to Milk Street; thence along said Milk Street to Elm Street; thence along said Elm Street as far as the same is now constructed, together with all turnouts and switches; and in and by said charter, contracts and agreements, said party of the first part acquired the right to operate said railroad in the business of carrying passengers for hire on the condition and terms set forth in said charter and contracts; and whereas, the said party of the first part, by deed and contract bearing date May 1st, A. D. 1861, did give and grant to the Malden and Melrose Railroad Company the full, exclusive and absolute right to enter upon, take, use and operate the railroad tracks before referred to, to have and hold the same for the term of fifty years from the first day of April, A. D. eighteen hundred and fifty-four, subject, however, to all the duties and liabilities imposed upon the said party of the first part by its said charter, and its contracts and agreements, with full right, privilege, power and authority to build, construct and operate railroads by horse-power within the town of Somerville, conferred upon or possessed by said party of the first part by virtue of its charter, or by virtue of any contract or contracts heretofore made by it with any other corporation, or individual, or however otherwise possessed. And said party of the first part further authorized and empowered the said Malden and Melrose Railroad Company, or its assigns, in the name of the party of the first part, to apply to the authorities of the said town of Somerville for location of other branches, and extensions of tracks in said Somerville, whenever the same may be required. And the said party of the first part agreed to accept such locations when obtained, and to pay for the construction of all such new locations when completed, if requested by the said Malden and Melrose Railroad Company or its assigns, by the issue of new stock at par value, to be subscribed and paid for by the said Malden and Melrose Railroad Company or its assigns.

And the said party of the first part further agreed to do all other necessary and proper acts which it is authorized to do under its charter, and under its contracts and agreements, which the better enjoyment and operation of the said railroad requires should be done during said term of fifty years; and to secure the full enjoyment of

the rights and privileges aforesaid, the said Malden and Melrose Railroad Company or its assigns paying therefor to the said party of the first part upon its present capital stock, amounting to the sum of fifty thousand dollars at par value, the sum of five per cent. per annum, payable semi-annually during said term, on the first days of November and May in each year, and like semi-annual payments on all new stock that shall be issued in accordance with said articles of agreement between the said party of the first part and the Malden and Melrose Railroad Company or its assigns, each agreeing to fulfil and perform certain other covenants and agreements in said deed and contract contained, all of which the parties hereto have agreed shall remain in full force, save as the same is herein and hereby altered.

And whereas afterwards, on the 31st day of March, A. D. 1862, the Malden and Melrose Railroad Company, by deed recorded with Middlesex Deeds, Lib. 871, Fol. 68, did assign and transfer all its rights and interest in and to said railroad, and in and to said deed and contract so entered into with said party of the first part, together with the franchise and privileges thereby secured to the party of the second part ;

And whereas the party of the second part has, as assignee or grantee of said Malden and Melrose Railroad Company, operated or caused to be operated said railroad ever since said 31st day of March, A. D. 1862 ;

And whereas the said party of the second part, under and by virtue of the power and authority contained in said deeds and contract dated May 1st, 1861, extended the said railroad of the party of the first part from its track as now laid down in Milk Street, in said Somerville, to Bridge Street, near Miller's Creek, in East Cambridge, to the track of the Cambridge Railroad Company, and have paid therefor the sum of twenty-five thousand dollars in cash ;

And whereas it is requested by the party of the second part, that the party of the first part issue new stock at par value to the amount of twenty-five thousand dollars, agreeably to the terms of said contract ;

And whereas it was the intention and understanding by and between the party of the first part and the Malden and Melrose Railroad Company, at the time the said deed and contract of May 1st, 1861, was made and entered into, that the said party of the first part gave, granted and conveyed to said Malden and Melrose Railroad Company and its assigns all its right and privilege, power and authority to operate all street railways which might thereafter be constructed within the said town of Somerville for and during the term aforesaid ;

And whereas said party of the second part, as assignee of the Malden and Melrose Railroad Company, hereby waives its right to subscribe and pay for the said new stock thus to be issued, and in consideration of such waiver, the said party of the first part agrees to take and pay for the said new stock the said sum of twenty-five thousand dollars, upon the terms and conditions hereinafter mentioned ;

Now, then, this *indenture witnesseth*, that the said party of the first part, in consideration of the covenants on the part of the party of the second part hereinafter contained, doth covenant and agree, to and with the said party of the second part, as follows :

First. The said party of [the first part doth hereby give and grant for the remainder of said term of fifty years to the party of the second part and its assigns, all said party of the first part's right in and to the above described railroad tracks in the said town of Somerville, herein before referred to, or that may be hereafter constructed or belong to said Company of the first part, and the right, during the remainder of said term, to run and operate the same in carrying passengers for

hire, and with the same power and authority; subject, however, to all the conditions, restrictions, duties and liabilities set forth in said charter, and in said contracts and agreements, and subject also to the conditions set forth in the said contract between said party of the first part and the Malden and Melrose Railroad Company, except so far as the same are altered or modified by this agreement.

To have and to hold the same in manner and form, and for the remainder of the term set forth in said deed and contract above referred to.

Second. That said party of the first part further agrees to pay to said party of the second part, on or before the thirtieth day of December, the sum of twenty-five thousand dollars, said sum being in full compensation for money which has been expended for the construction of new track in said Somerville, by said party of the second part; the said party of the second part hereby releasing to said party of the first part all title and claim to said new tracks, except what is granted to said party of the second part by this instrument.

Third. The said party of the first part further agrees to increase its capital stock twenty-five thousand dollars, and issue five hundred new shares of its capital stock, and to take and pay for the same at the par value of fifty dollars each, making a total capital of said Company, party of the first part, of seventy-five thousand dollars; and said party of the first part agrees that it will not increase its capital stock beyond the said seventy-five thousand dollars, without the consent of the said party of the second part.

Fourth. The said party of the first part further agrees within thirty days from the date of these presents to convey to said party of the second part, its successors and assigns, in fee, all its real estate, with the buildings thereon, situated on Willow street, in said Somerville; upon the express condition that said party of the second part shall keep and perform all the covenants, agreements and articles herein expressed on the part of said party of the second part to be kept and performed.

And the said party of the second part, in consideration of the covenants on the part of the party of the first part, doth covenant and agree to and with the said party of the first part, as follows:

First. The said party of the second part agrees to pay to the party of the first part the sum of forty-five hundred dollars per annum, in equal semi-annual payments of twenty-two hundred and fifty dollars on the first days of May and November in each and every year during the unexpired part of said term. The payment May 1st, 1866, shall be two thousand dollars. And it is hereby agreed that said sum shall be in full satisfaction for the sum of five per cent. per annum, to be paid semi-annually; and also in full satisfaction for one hundred dollars per year, as and for the salary of the Treasurer of the party of the first part, as provided in articles fourth and fifth of said above-mentioned deed and contract, dated May 1st, A. D. 1861.

Second. The said party of the second part further agrees that whenever the said party of the first part shall have subscribed and paid for the said new stock, and shall have cancelled its entire indebtedness, so that there shall be no outstanding liabilities against the said Company, party of the first part, that it will cause its clerk to sign upon presentation a statement written or printed on the face of each certificate of the stock of said party of the first part, in the following words: "Entitled to a semi-annual dividend of one dollar and fifty cents a share, payable by the Middlesex Railroad Company, on the first days of May and November; subject, however, to the provisions of the contract dated December 1, A. D. 1865."

Third. The said party of the second part further agrees to and with the party of the first part, that it will assume and perform all duties imposed upon the party of the first part by its charter, save those incident to its organization and continuance.

Fourth. The said party of the second part also further agrees that it will assume and perform all the covenants and agreements entered into by the said Malden and Melrose Railroad Company with the said party of the first part in said deed and contract dated May 1st, 1861, save as the same is herein and hereby expressly altered.

Fifth. The said party of the second part also further agrees that it will pay all national, (including the income tax,) State, county and town taxes which may be legally assessed on the said Somerville Horse Railroad Corporation, for or on account of its said dividends, railway track or franchise, during the term of this contract: and said party of the second part further agrees to pay all needful and necessary expenses in keeping up and maintaining the organization of said corporation during the term aforesaid; provided, however, that no claim for compensation shall be made for or on account of salary or services of any of the officers of the said company, party of the first part, for or during the said term of fifty years. And it is also further agreed, that if said party of the first part shall so request, the person who shall be treasurer and clerk of the party of the second part from time to time shall also serve as treasurer and clerk of said party of the first part, without any charge or compensation to be paid by said party of the first part.

Sixth. The said party of the second part further agrees to deliver to said party of the first part, at the expiration of said term, the said horse railroad, with all its track, turnout and switches, in as good order and condition as the same now are.

Seventh. The said party of the second part further agrees with said party of the first part, that said party of the second part, at its own costs, will defend any and all suits of every kind brought against said party of the first part, on account of injuries to person or property, and any losses of property happening during said term, which may arise out of the operation and use of said railroad during said term, and any acts and neglects of said party of the second part, and any persons in its employ, and will pay and discharge all judgments recorded against said party of the first part in such suits.

Eighth. The said party of the second part further agrees to pay all the expenses of preparing these presents and the stamps thereon.

In witness whereof the said Somerville Horse Railroad Company, the party of the first part, has caused this indenture to be signed in its name and on its behalf, by its president, thereto duly authorized, and has caused its corporate seal to be hereto affixed. And the Middlesex Railroad Company, the party of the second part, has caused its name to be hereto signed by its president, duly authorized therefor, and has caused the corporate seal to be hereto affixed the day and year first above written.

Executed in presence of }
GEO. W. PALMER,
L. B. STONE.

SOMERVILLE HORSE RAILROAD CO.,

By CHAS. E. POWERS, *Pres't.* [L. S.]

MIDDLESEX RAILROAD CO.,

By E. C. EMERSON, *Pres't.* [L. S.]

[B.]

A G R E E M E N T .

Memorandum of an agreement made this fifteenth day of May, A. D. 1866, by and between the Union Railway Company, of the first part, and the Middlesex Railroad Company, of the second part, both being corporations duly established under the laws of the Commonwealth of Massachusetts,

W I T N E S S E T H :

First. The Union Railway Company agrees, for three years from the first day of June, A. D. 1866, to operate and run cars over the track of the Somerville Horse Railroad Company, on the joint account of itself and the said Middlesex Railroad Company, as often as the public convenience may require, from the stables in Willow Street, in Somerville, over Milk Street, to the point where the new track joins the track in Milk Street, thence over such new track to where it joins the track of the Cambridge Railroad Company in East Cambridge, and thence to Bowdoin Square in the city of Boston, being the same route from Boston to Somerville operated by the said Union Railway Company for the two years preceding.

Second. The said Union Company further agrees that it will keep the said railroad and stable and car-house hereinafter named in good repair during said term, and deliver it to the said Middlesex Company at the expiration of the term in as good order as it now is, reasonable use and wear and tear, and insurable casualties hereinafter named excepted, the same to be charged as part of the expense of operating the road, and that it will save harmless the said Middlesex Railroad Company from all loss, cost, damage from any accident, occasioned by the fault or negligence of said Union Railway Company.

Third. The said Union Company further agrees that it will keep a separate and strict account of all the business done on the said route, with an account of the receipts and expenses, which account shall be open at all reasonable hours to the inspection of any of the Directors of the said Middlesex Railroad Company; and the said Union Company shall make and render to them correct quarterly statements of the business operations of the said route.

Fourth. The said Union Company further agrees that it will keep a sufficient number of comfortable and convenient cars in use upon said route, of as good an average character as those used upon any of the roads it operates, and the only charge therefor shall be one hundred eighty-nine and ten one-hundredths (\$189 10-100) dollars per year, for each car in use on the said route, and at the same rate per car for any part of the year, which sum shall be charged in lieu of depreciation and of outlays for repairs on said cars used on this road, in said account, and that the whole equipment of this route, so run by said Union Company, shall be of as good an average character as those used upon any line it operates. Said Union Company also further agrees that the charge for depreciation in horses and harnesses shall be that proportional part of the whole amount the said Union Company shall charge to depreciation on the total of all its horses used upon its various lines, which the whole number of horses used by the said Union

Company in the operations of all its roads for the said term, shall bear to the number of horses used on this route.

Fifth. It is agreed between said parties that the actual expense of the repairs as required by law upon the track of the Cambridge Railroad in Bridge Street, Cambridge, which is used solely by the cars which run to Somerville, and one-third of the actual expenses of the repairs upon the tracks of the Cambridge Railroad, between the junction of said Bridge Street and Cambridge Street, in Cambridge, and Bowdoin Square, Boston, shall be charged as part of the expense of operating said road, which said Union Railway Company agrees shall not exceed the sum of nine hundred dollars annually; and that there shall be charged to the share of the profits of said business, which is herein provided to be paid to the Middlesex Railroad Company, and deducted therefrom before payment thereof, the sum of three hundred dollars for the managing, superintending and conducting the business of the said road, in case, upon making up the accounts as herein provided, there are profits to that or a greater amount to be paid over to said Middlesex Railroad Company; in case there are no such profits then no such charge is to be made.

Sixth. Said Union Company further agrees that the receipts from passengers who ride over any part of the route from Bowdoin Square, in Boston, to Somerville, in the cars that go over such route, shall be considered as a part of the receipts of this route.

Seventh. Said Union Company further agrees to pay to the Middlesex Railroad Company, on or before the fifteenth day of June of each year, one-half of the whole net profits, if any there be, arising from the operations of and running cars over the route as above set forth, such profits to be determined from the quarterly accounts to be kept as aforesaid, the expenses and earnings as above set forth being recorded therein.

Eighth. And the said Middlesex Railroad Company doth hereby give and convey unto the said Union Company the full, exclusive and absolute right to enter upon, take, use and operate the said railroad route, as above set forth, for the term of three years from the first day of June, A. D. 1866.

Ninth. Said Middlesex Company further agrees, if at the expiration of each year it shall appear, upon making up the said accounts in manner and form as above set forth, that there have been losses in the business operations of the said route, that it will within fifteen days from the time that such loss and the amount thereof shall be ascertained, pay to the said Union Company one-half of the whole loss thus ascertained; it being understood that any loss occasioned by the fault or negligence of the said Union Company is not to be reckoned as a loss in the business operations of the road.

Tenth. And it is further mutually agreed that if in pursuance of law the town of Somerville shall purchase the said railroad track, or if by competent authority the location, or any part thereof, shall be taken up or revoked, and the said Union Company shall be compelled to cease from using or running cars over the same, the said Middlesex Company shall not be liable for any damage that may result to said Union Company from any such interruption or hindrance, but this agreement shall be thereby terminated and the accounts made up and settled as herein provided.

Eleventh.—It is further mutually agreed that if, by reason of fire or other insurable casualty, the said stable and car-house in Somerville, or the horses, cars, equipments and provender therein, shall be destroyed, in whole or in part, that the

said Middlesex Company shall bear the whole loss that may arise from any such casualty to the said stable and car-house, and may keep the same insured to its benefit, and the said Union Company shall bear the whole loss that may arise from any such casualty to the said horses, cars, equipments and provender, and may keep the same insured to its benefit.

In witness thereof, the said Union Railway Company has caused its name to be hereto signed and seal affixed by its President, duly authorized therefor, and the Middlesex Railroad Company has caused its name to be hereto signed and seal affixed by its President, duly authorized therefor, the day and year first above written.

(Signed)

MIDDLESEX RAILROAD COMPANY,

By E. C. EMERSON, *President*. [SEAL.]

Witnesses: { GEO. W. PALMER.
 { J. E. COLBURN.

(Signed)

UNION RAILWAY COMPANY,

By JAMES W. EMERY, *President*. [SEAL.]

Witness: TRACY HOWE.

The within is a true copy of an agreement with the Middlesex Railroad Company, dated May 15, 1866.

Attest: FRED'K T. STEVENS, *Clerk of Union Railway Company*.

[C.]

The following is a portion of Chapter sixty-three of the General Statutes of Massachusetts :

[RAILROAD] RETURNS AND REPORTS.

SECT. 132.* Every corporation shall at all times submit its books to the inspection of any committee of the legislature appointed for the purpose ; and its directors shall annually, on or before the first Wednesday of January, prepare, make oath to and transmit to the secretary of the Commonwealth, together with one thousand printed copies of the same, a report of their doings under their charter for the year ending the thirtieth day of November preceding ; the first annual report stating the number of months and days included therein. The reports shall set forth copies of all contracts made with other railroads under section one hundred and fifteen, and specify the receipts and expenditures under the same ; and shall contain full information upon the following items, viz. :—

FORM OF RAILROAD RETURN TO THE LEGISLATURE.

1. Capital stock,	.	.	.	.	.	\$
2. Number of shares of capital stock issued,	.	.	.	.	.
3. Increase of capital since last report,	.	.	.	.	.	\$
4. Capital paid in per last report,	.	.	.	.	.
5. Capital paid in since last report,	.	.	.	.	.
6. Total amount of capital stock paid in,	.	.	.	.	.
7. Funded debt, per last report,	.	.	.	.	.
8. Funded debt paid since last report,	.	.	.	.	.
9. Funded debt, increase of, since last report,	.	.	.	.	.
10. Total present amount of funded debt,	.	.	.	.	.
11. Floating debt, per last report,	.	.	.	.	.
12. Floating debt paid since last report,	.	.	.	.	.
13. Floating debt, increase of, since last report,	.	.	.	.	.
14. Total present amount of floating debt,	.	.	.	.	.
15. Total present amount of funded and floating debt,	.	.	.	.	.
16. Average rate of interest per annum paid during the year,	.	.	.	.	.
17. Maximum amount of debts during the year,	.	.	.	.	.
<i>Cost of Road and Equipment.</i>						
18. For graduation and masonry per last report,	.	.	.	.	.
19. For graduation and masonry paid during the past year,	.	.	.	.	.
20. Total amount expended for graduation and masonry,	.	.	.	.	.
21. For wooden bridges per last report,	.	.	.	.	.
22. For wooden bridges paid during the past year,	.	.	.	.	.
23. Total amount expended for wooden bridges,	.	.	.	.	.
24. Total amount expended for iron bridges, (if any,) .	.	.	.	.	.
25. For superstructure, including iron, per last report,	.	.	.	.	.
26. For superstructure, including iron, paid during the past year,	.	.	.	.	.
27. Total amount expended for superstructure, including iron,	.	.	.	.	.
28. For stations, buildings and fixtures, per last report,	.	.	.	.	.
29. For stations, buildings and fixtures, paid during the past year,	.	.	.	.	.
30. Total amount expended for stations, buildings and fixtures,	.	.	.	.	.
31. For land, land-damages, and fences, per last report,	.	.	.	.	.
32. For land, land-damages, and fences, paid during the past year,	.	.	.	.	.
33. Total amount expended for land, land-damages, and fences,	.	.	.	.	.
34. For locomotives, per last report,	.	.	.	.	.
35. For locomotives paid during the past year,	.	.	.	.	.

* See Act of April 25, 1862, on page 343 of Gen. Stat.

36. Total amount expended for locomotives,
37. For passenger and baggage cars, per last report,
38. For passenger and baggage cars, paid during the past year,
39. Total amount expended for passenger and baggage cars,
40. For merchandise cars, per last report,
41. For merchandise cars, paid during the past year,
42. Total amount expended for merchandise cars,
43. For engineering, per last report,
44. For engineering, paid during the past year,
45. Total amount expended for engineering,
46. For agencies and other expenses, per last report,
47. For agencies and other expenses, paid during the past year,
48. Total amount expended for agencies and other expenses,
49. Total cost of road and equipment,
50. The amount of assets or property held by the corporation in addition to the cost of the road,

Characteristics of Road.

51. Length of road,
52. Length of single main track,
53. Length of double main track,
54. Length of branches owned by the Company, stating whether they have a single or double track,
55. Aggregate length of sidings and other tracks, excepting main track and branches,
56. Weight of rail per yard in main road,
57. Weight of rail per yard in branch road,
[Specify the different weights per yard.]
58. Maximum grade, with its length in main road,
59. Maximum grade, with its length in branch roads,
60. Total rise and fall in main road,
61. Total rise and fall in branch roads,
62. Shortest radius of curvature, with length of curve in main road,
63. Shortest radius of curvature, with length of curve in branch roads,
64. Total degrees of curvature in main road,
65. Total degrees of curvature in branch roads,
66. Total length of straight line in main road,
67. Total length of straight line in branches,
68. Aggregate length of wooden truss bridges,
69. Aggregate length of all other wooden bridges,
70. Aggregate length of iron bridges,
71. Whole length of road unfenced on both sides,
72. Number of public ways crossed at grade,
73. Number of railroads crossed at grade,
74. Remarks,
75. Way stations for express trains,
76. Way stations for accommodation trains,
77. Flag stations,
78. Whole number of way stations,
79. Whole number of flag stations,

Doings during the Year.

80. Miles run by passenger trains,
81. Miles run by freight trains,
82. Miles run by other trains,
83. Total miles run,
84. Number of passengers carried in the cars,
85. Number of passengers carried one mile,
86. Number of tons of merchandise carried in the cars,
87. Number of tons of merchandise carried one mile,
88. Number of passengers carried one mile to and from other roads,
89. Number of tons carried one mile to and from other roads,
90. Rate of speed adopted for express passenger trains, including stops,
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,
92. Rate of speed adopted for accommodation trains,
93. Rate of speed actually attained by accommodation trains, including stops and detentions,
94. Average rate of speed actually attained by special trains, including stops and detentions,

95. Average rate of speed adopted for freight trains, including stops, .
 96. Estimated weight, in tons, of passenger cars, [not including passengers,]
 hailed one mile, .
 97. Estimated weight, in tons, of merchandise cars, [not including freight,]
 hailed one mile, .

Expenditures for Working the Road.

98. For repairs of road, maintenance of way, exclusive of wooden bridges,
 and renewals of iron, .
 99. For repairs of wooden bridges, .
 100. For renewals of iron, including laying down, .
 101. For wages of switchmen, (average per month, \$) }
 102. For wages of gate-keepers, (average per month, \$) } Total,
 103. For wages of signal-men, (average per month, \$) }
 104. For wages of watchmen, (average per month, \$) }
 105. Number of men employed, exclusive of those engaged in construction,
 106. For removing ice and snow, [this item to include all labor, tools, repairs,
 and extra steam-power used,] .
 107. For repairs of fences, gates, houses for signal-men, gate-keepers, switch-
 men, tool-houses, .
 108. Total maintenance of way, .

Motive Power and Cars.

109. For repairs of locomotives, .
 110. For new locomotives, to cover depreciation, .
 111. For repairs of passenger cars, .
 112. For new passenger cars, to cover depreciation, .
 113. For repairs of merchandise cars .
 114. For new merchandise cars, to cover depreciation, .
 115. For repairs of gravel and other cars, .
 116. Total for maintenance of motive power and cars, .
 117. Number of engines, .
 118. Number of passenger cars, .
 119. Number of baggage cars, .
 120. Number of merchandise cars, .
 121. Number of gravel cars, .

Miscellaneous.

122. For fuel used by engines during the year, viz. :—
 123. Number of cords of wood, and cost of same, .
 124. Number of tons of coal, at two thousand two hundred and forty pounds
 to the ton, and cost of same, .
 125. For oil used by cars and engines, .
 126. For waste and other material for cleaning, .
 127. For salaries, wages, and incidental expenses, chargeable to passenger
 department, .
 128. For salaries, wages, and incidental expenses, chargeable to freight
 department, .
 129. For gratuities and damages, .
 130. For taxes and insurance, .
 131. For ferries, .
 132. For repairs of station buildings, aqueducts, fixtures, furniture, .
 133. For renewals of iron, including laying down, .
 134. For new iron laid down, deducting the value of old iron taken up, .
 135. For amount paid other companies in tolls, for passengers and freight
 carried on their roads, specifying each company, .
 136. For amount paid other companies as rent for the use of their roads,
 specifying each company, .
 137. For salaries of president, treasurer, superintendent, law expenses, office
 expenses of the above offices, and all other expenses, not included in
 any of the foregoing items, .
 138. Total miscellaneous, .
 139. Total expenditures for working the road, .
 140. For interest, .

Income during the Year.

141. For passengers :—
 1. On main road, including branches owned by company, .
 2. To and from other roads, specifying what, .

142. For freight:—									
1. On main road and branches owned by Company,									
2. To and from other connecting roads,									
143. U. S. mails,									
144. Rents,									
145. Total income,									
146. Net earnings, after deducting expenses,									
Dividends.									
147. per cent. Total, \$									
148. Surplus not divided.									
149. Surplus last year,									
150. Total surplus,									
Estimated Depreciation beyond the Renewals, viz.:									
151. Road and bridges,									
152. Buildings,									
153. Engines and cars,									
Mortgage Debts.									
154. Amount of debt secured by mortgage of road and franchise, or any property of the corporation, per last report,									
155. Mortgage debt paid since last report,									
156. Increase of mortgage debt since last report,									
157. Present amount of mortgage debts,									
158. Number of mortgages on road and franchise, or any property of the corporation,									

SECT. 183. The annual report shall also state whether any fatal accident or serious injury has occurred to a passenger or other person upon the road during the period covered by the report; and if so, the cause of such accident or injury, and the circumstances under which it occurred.

SECT. 134. If the directors of any corporation find it impracticable to return therein all the items in detail required by this chapter, they shall in such report state the reasons why such details cannot be given.

SECT. 135. Every corporation neglecting to make and furnish such report at the time prescribed in section one hundred and thirty-two, shall forfeit to the use of the Commonwealth fifty dollars for each day's neglect, to be recovered by the treasurer; and if any corporation unreasonably refuses or neglects to comply with the other provisions of said section, it shall forfeit for every such refusal or neglect a sum not exceeding five thousand dollars.

SECT. 136. The secretary shall annually in November furnish to every corporation a table prepared in conformity with the provisions of section one hundred and thirty-two; and shall annually, on or before the thirty-first day of January, transmit one set of the reports furnished him under said section to each member of the legislature, and shall also deliver a copy of the report of each corporation to every other such corporation in the State. He shall prepare, with such other information as he deems useful, an abstract of such reports, in form as follows:—

Name of road.	
Capital.	.
Capital paid in.	
Debt.	
Length.	
Length of double track.	
Length of branches.	
Speed of passenger trains.	
Speed of freight trains.	
Earnings.	
Expense of working.	
Amount of assets.	
Cost of the road.	
Net earnings.	
Dividends.	
Surplus.	
Fatal.	Casualties.
Not fatal.	.

And he shall annually, on or before the second Wednesday of January, transmit four hundred bound copies to the legislature.

SECT. 137. In addition to the annual report required by section one hundred and thirty-two, the corporation shall, when it has completed and opened its road for use, make a report under oath to the legislature, stating the total amount of capital paid in; specifying the amount expended in constructing its road, for engines, cars, depots, car-houses, and other buildings, and the amount of all other miscellaneous expenses. Such report shall also state the length of the road, the number of planes on it, with their inclination per mile, the greatest curvature on the road, the average width of the grade, and the manner in which the rails are supported.

[From Chapter 229 of the Acts of 1864.]

AN ACT CONCERNING STREET RAILWAYS.

SECT. 40. The directors of every street railway corporation shall annually, on or before the first Wednesday of January, make oath to and transmit to the secretary of the Commonwealth, a report of their doings under its charter for the year ending the thirtieth day of November preceding, the first annual report stating the number of months and days included therein. Such report shall set forth copies of all leases and contracts made during the year with other corporations and individuals, and shall contain full and complete information upon the following items, viz.:

FORM OF RETURN.

Condition of the Company.				
1. Capital stock fixed by charter,	.	.	.	.
2. Capital stock, as voted by the company,	.	.	.	.
3. Capital stock paid in, expressed in money,	.	.	.	.
4. Funded debt,	.	.	.	.
5. Floating debt, including amount of unredeemed tickets,	.	.	.	.
6. Total debt,	.	.	.	.
7. Number of mortgages on road and franchise, and amount of debt secured thereby,	.	.	.	.
8. Number of mortgages on any other property of the corporation, specifying the amounts,	.	.	.	.
9. Amounts of assets on hand, exclusive of the railway and equipments, and exclusive of all property on hand, used, or which is to be used, in running the railway and keeping it in repair,	.	.	.	.
Cost of the Railway.				
10. Net cost of road—to include all amounts expended for labor, timber, iron or rails, and chairs, for paving-stones and paving, engineering, interest, salaries of officers during construction of road, and other expenses not included in any of the above items, and not including items of equipments or running expenses,	.	.	.	.
Characteristics of the Railway.				
11. Length of railway laid with single main track,	.	.	.	.
12. Length of railway laid with double main track,	.	.	.	.
13. Length of branches owned by the company, stating amount of double track, if any,	.	.	.	.
14. Aggregate length of switches, siding, turnouts and other track, excepting main track and branches,	.	.	.	.
15. Total length of track measured as single track,	.	.	.	.
16. Weight of rail used per yard, and length of track laid with each kind of rail, specifying whether of cast or wrought iron,	.	.	.	.
17. Maximum grade per mile, with length of grade,	.	.	.	.
18. Shortest radius of curvature, with length of curve,	.	.	.	.
19. Total length of track paved,	.	.	.	.

Cost of Equipment.

- 20. Number of cars and cost,
- 21. Number of horses and cost,
- 22. Cost of omnibuses, sleighs and other vehicles, excepting cars owned by the Company,
- 23. Cost of real estate, including buildings owned by the company,
- 24. Cost of buildings owned by the company on land not owned by the company,
- 25. Cost of other articles of equipment,
- 26. Net amount at which the equipment stands charged on the books of the company,

Doings during the Year.

- 27. Total number of miles run during the year,
- 28. Average cost per mile run,
- 29. Total number of passengers carried in the cars,
- 30. Total number of round trips run during the year,
- 31. Average number of passengers each round trip,
- 32. Rate of speed adopted, including stops and detentions,
- 33. Number of persons regularly employed, specifying the occupations of each,

Expenditures for working the Railway.

- 34. For repairs of railway,
- 35. For repairs of equipments,
- 36. For repairs of real estate,
- 37. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,
- 38. For interest,
- 39. For taxes and insurance, other than United States taxes,
- 40. For United States taxes,
- 41. For rent and tolls paid other companies for use of their roads,
- 42. Amount paid other companies for the use of bridges and ferries,
- 43. For provender,
- 44. For loss on horses,
- 45. For incidental expenses—to include printing, president's, directors', superintendent's and treasurer's salaries, and all other expenses not herein before included,
- 46. Total expenses,

Earnings.

- 47. Received from passengers in cars and omnibuses, and for tickets sold,
- 48. From other roads as toll, or rent for use of road,
- 49. From other sources, specifying from what source in each item exceeding five hundred dollars,
- 50. Total earnings,
- 51. Net earnings after deducting expenses,
- 52. Surplus earnings of previous year on hand,
- 53. Total surplus,
- 54. Dividends declared during the year,
- 55. Total percentage of dividends for the year,
- 56. Present surplus,

Miscellaneous.

- 57. Increase during the year of capital stock, as fixed by charter,
- 58. Increase during the year of capital stock paid in,
- 59. Increase of funded debt during the year,
- 60. Increase of floating debt during the year,
- 61. Decrease of funded debt during the year,
- 62. Decrease of floating debt during the year,
- 63. Increase of mortgage debt during the year,
- 64. Decrease of mortgage debt during the year,
- 65. Increase of cost of road during the year,
- 66. Decrease in nominal cost of road,
- 67. Increase in cost of equipment during the year,
- 68. Decrease in cost of equipment during the year,
- 69. Increase of unredeemed tickets during the year,
- 70. Decrease of unredeemed tickets during the year,
- 71. Present amount of unredeemed tickets,
- 72. List of accidents on road during the year,

SECT. 41. Every corporation refusing or neglecting to make the return required by the preceding section, shall forfeit twenty-five dollars for each day's refusal or neglect. And the secretary of the Commonwealth shall notify the attorney-general of such refusal or neglect, who shall forthwith prosecute the same in behalf of the Commonwealth.

SECT. 42. The secretary shall, annually, in November, cause to be prepared and transmitted to such corporations, blank forms for returns.

SECT. 43. In addition to the penalties herein provided, the supreme judicial court shall have full equity powers to compel the observance of all orders, rules and regulations made by the board of aldermen of any city, or the selectmen of any town, or of any commissioners appointed in accordance with this act.

SECT. 44. Street railway corporations now existing shall continue to exercise and enjoy their powers and privileges, according to their respective charters and to the laws in force; and shall continue subject to all the liabilities to which they are now subject, except so far as said powers, privileges and liabilities are modified or controlled by the provisions of this statute.

SECT. 45. All acts and parts of acts inconsistent herewith are hereby repealed. But nothing in this act contained shall operate to annul or impair in any wise any terms or conditions upon which any charter has been accepted, or location or other privilege granted by any city or town, and which have been assented to by such corporation.

Approved May 12, 1864.

[CHAP. 135.]

AN ACT CONCERNING RAILROAD RETURNS AND REPORTS.

SECT. 1. So much of the one hundred and thirty-second section of the sixty-third chapter of the General Statutes as requires the directors of the railroad corporations to transmit to the secretary of the Commonwealth one thousand printed copies of their annual report, is hereby repealed.

SECT. 2. The secretary shall cause the reports of the several railroad corporations transmitted to him to be printed in a uniform manner, with an abstract of the same; and he shall cause, in addition, such a number as he shall deem expedient, to be bound in a substantial volume, one copy of which shall be furnished to each member of the legislature for the time being, and to each railroad corporation applying for the same.

* * * * *

Approved April 25, 1862.

[CHAP. 224.]

AN ACT RELATING TO THE RETURNS AND REPORTS OF RAILROAD CORPORATIONS.

SECT. 1. The secretary of the Commonwealth is hereby required to examine the annual railroad returns and reports of the year eighteen hundred and sixty-two, and all subsequent years, and notify the several railroad corporations of the particulars, if any, in which their reports do not conform to the requirements of law.

SECT. 2. Whenever a railroad corporation, notified as provided in section first of this act, shall fail to make any subsequent annual returns and reports, so as to conform to all such requirements, it shall be the duty of the secretary, and he is hereby required, to recover from said corporation the penalties provided in section one hundred and thirty-five of chapter sixty-three of the General Statutes.

Approved April 29, 1863.

[CHAP. 167.]

AN ACT TO AMEND AN ACT CONCERNING RAILROAD RETURNS AND REPORTS.

SECT. 1. Every railroad corporation required by law to furnish annually to the secretary of the Commonwealth a report of their doings under their charter, shall, annually, at the time of furnishing such report, pay to the secretary the sum of twenty dollars, which shall be paid over by him to the treasurer of the Commonwealth, and shall be appropriated to the payment of the expenses incurred in the printing and binding of the reports of the several railroad corporations, under the provisions of chapter one hundred and thirty-five of the acts of the year eighteen hundred and sixty-two.

SECT. 2. Every railroad corporation neglecting to make such payment, at the time prescribed for furnishing the annual report, shall forfeit to the use of the Commonwealth fifty dollars for each day's neglect, to be recovered by the treasurer.

SECT. 3. Every railroad corporation which has leased the railroad of any other corporation shall, during the continuance of such lease, make all the returns to the secretary of the Commonwealth required of the lessor, and shall pay the sum required by the first section of this act, for printing the same; and during the continuance of such lease the said lessor shall not be required to make such returns, or payment: *provided*, that when requested by the lessee, the lessor shall furnish all the information in its possession, needed to make such returns.

SECT. 4. The annual returns of the several railroad corporations, required by section two of chapter one hundred and thirty-five of the acts of the year eighteen hundred and sixty-two, to be printed and distributed to the legislature, shall be so printed and distributed before the tenth day of February in each year.

SECT. 5. So much of chapter one hundred and thirty-five of the acts of the year eighteen hundred and sixty-two as is inconsistent herewith, is hereby repealed.

Approved April 22, 1864.

[CHAP. 289.]

AN ACT RELATING TO THE REPORTS OF RAILROAD CORPORATIONS.

Whenever there shall exist a vacancy in a board of commissioners required by law to perform any duty relative to any railroad extending from Massachusetts into another state, and such vacancy cannot be filled by authority of the Commonwealth of Massachusetts, the member or members of the board of commissioners duly appointed shall perform all the duties relating to the annual reports to the legislature, and to the apportionment of the expenditures, receipts and profits appertaining to the portions of the road lying in each state, which the said board of commissioners is required to perform.

Approved May 14, 1864.

Commonwealth of Massachusetts.

AGGREGATES

OF

POLLS, PROPERTY, TAXES, &c.,

AS ASSESSED

MAY 1, 1866.

COMPILED

BY OLIVER WARNER,

SECRETARY OF THE COMMONWEALTH.

BOSTON:

WRIGHT & POTTER, STATE PRINTERS,
No. 4 SPRING LANE.

1867.

Commonwealth of Massachusetts.

SECRETARY'S DEPARTMENT, BOSTON, 1866.

To the Honorable Senate and House of Representatives.

In accordance with the provisions of section 3, chapter 167 of the statutes of 1861, I respectfully submit "for the use of the legislature, the aggregate returns from the cities and towns of the Commonwealth, arranged by counties, so as to exhibit the total valuation of the towns, cities, counties and State," on the first day of May, 1866. The recapitulation of these aggregates shows an increase over those of 1865 in every county except Dukes, the total increase amounting to eighty-nine million four hundred and seventy-four thousand one hundred dollars. The aggregate valuation the present year amounts to ten hundred and eighty-one million three hundred and sixteen thousand and one dollars. The taxes raised in the several cities and towns during the same period have been decreased more than a million dollars, as compared with the previous year. The number of dwellings, horses and cows has increased, while the number of sheep has somewhat decreased.

Very respectfully,

OLIVER WARNER,
Secretary.

AGGREGATES OF POLLS, PROPERTY, TAXES, &c.,

As assessed May 1, 1866.

Counties and Towns.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town, Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1866.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
BARNSTABLE.												
Barnstable, . .	1,174	\$2,848 00	\$1,005,740	\$1,250,450	\$30,625 79	\$1 25	\$2,262,190	876	369	524	845	23,627
Brewster, . .	320	640 00	412,667	305,608	12,132 00	1 60	718,270	307	128	176	-	9,545
Chatham, . .	637	1,274 00	549,360	523,040	17,360 00	1 50	1,072,400	567	155	219	-	7,240
Dennis, . .	758	1,516 00	715,050	585,500	18,363 43	1 29	1,300,550	666	175	255	-	8,005
Eastham, . .	209	418 00	89,984	125,833	5,189 77	2 20	215,797	151	109	170	27	4,899
Falmouth, . .	655	1,310 00	494,235	716,381	14,384 11	1 08	1,210,566	433	227	397	648	22,721
Harwich, . .	821	1,642 00	407,570	682,285	31,124 06	2 70	1,089,855	687	220	274	97	9,672
Orleans, . .	451	1,014 75	255,816	276,910	13,047 67	2 25	532,726	387	169	260	269	5,837
Provincetown, .	888	1,776 00	1,011,295	549,772	29,250 00	1 80	1,561,067	748	75	45	-	650
Sandwich, . .	912	1,824 00	346,750	1,032,850	38,521 36	2 66	1,379,600	755	241	509	228	45,260
Truro, . .	388	776 00	169,385	171,665	10,675 86	2 90	341,050	283	88	282	-	7,674
Wellfleet, . .	596	1,192 00	452,533	363,083	23,169 95	2 70	815,686	418	136	148	-	8,544
Yarmouth, . .	559	1,118 00	686,243	527,539	17,382 67	1 34	1,213,782	466	154	183	-	10,596
Totals, . .	8,868	\$16,848 75	\$6,596,658	\$7,116,861	\$261,226 67	-	\$13,713,519	6,744	2,246	3,442	1,604	159,290

Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1866—Continued.

Counties and Towns.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town purposes, including Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1866.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
BERKS.—Con.												
Pittsfield, . .	2,344	\$4,688 00	\$2,742,192	\$4,162,785	\$80,641 15	\$1 01	\$6,904,977	1,425	943	1,153	2,847	23,599
Richmond, . .	261	522 00	104,791	417,612	3,989 26	56	522,403	166	287	287	4,105	11,397
Sandisfield, . .	370	740 00	205,203	429,466	6,543 48	1 47	684,669	277	281	1,181	467	29,506
Savoy, . . .	221	779 50	65,026	202,858	6,267 63	2 05	267,884	161	173	435	1,025	21,260
Sheffield, . .	640	1,280 00	252,910	869,040	14,390 23	1 16	1,121,950	492	582	1,303	2,703	30,756
Stockbridge, .	439	878 00	753,275	785,120	13,954 36	85	1,533,395	380	265	518	1,885	13,505
Tyringham, . .	153	454 41	106,490	221,400	5,809 94	1 60	327,890	110	83	370	541	10,871
Washington, .	173	346 00	51,669	230,127	5,245 99	1 65	281,796	118	109	305	1,124	22,724
W. Stockbridge,	439	985 50	206,392	515,370	6,443 66	76	721,762	272	265	821	2,549	11,277
Williamstown, .	651	1,510 00	400,061	1,047,029	23,065 10	1 42	1,447,090	445	413	852	6,169	27,216
Windsor, . .	198	554 40	86,596	207,505	5,205 96	1 06	294,101	157	211	593	1,268	20,750
Totals, . .	14,440	\$31,795 43	\$10,958,445	\$19,591,435	\$434,650 82	-	\$30,549,880	9,146	8,148	16,881	55,349	539,654
BRISTOL.												
Acushnet, . .	294	\$588 00	\$177,450	\$478,450	\$8,965 09	\$1 35	\$655,900	236	209	370	93	11,262
Attleborough, .	1,481	2,962 00	539,121	1,742,924	31,488 70	1 25	2,282,045	1,005	523	723	15	23,372

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Berkley, . . .	201	\$303 00	\$68,788	\$246,857	\$4,726 73	\$1 33	\$315,645	175	111	206	266	8,078
Dartmouth, . .	823	1,646 00	888,550	1,473,850	32,357 20	1 30	2,362,400	745	453	905	691	36,486
Dighton, . . .	450	1,192 50	240,169	552,229	14,589 25	1 70	792,398	353	193	278	208	12,871
Easton, . . .	854	1,708 00	920,228	809,401	17,039 89	87	1,729,629	558	246	375	34	15,589
Fairhaven, . .	676	1,352 00	803,800	952,100	22,971 89	1 30	1,755,900	509	159	182	101	6,000
Fall River, . .	4,740	9,480 00	5,627,401	7,135,133	232,827 62	1 75	12,762,534	1,882	748	662	276	18,505
Freetown, . . .	333	660 00	245,784	467,291	9,567 67	1 20	713,075	280	160	235	471	21,057
Mansfield, . .	505	1,262 50	165,640	592,875	17,722 27	2 17	758,515	385	210	269	25	11,032
New Bedford, .	4,658	9,316 00	13,240,800	8,118,300	340,382 05	1 55	21,359,100	2,980	820	537	12	8,022
Norton, . . .	440	1,130 80	235,450	593,150	12,731 20	1 40	828,600	338	232	339	106	16,631
Raynham, . . .	442	1,215 50	385,077	653,968	12,986 67	1 13	1,039,045	360	204	303	118	10,840
Rehoboth, . . .	468	1,296 36	130,305	667,798	16,168 92	1 93	798,103	375	353	652	274	26,978
Seekonk, . . .	246	492 00	74,849	442,384	5,368 73	97	517,233	195	172	378	13	10,746
Somerset, . . .	483	966 00	307,736	566,861	18,265 59	1 98	874,597	258	135	219	123	4,700
Swansey, . . .	317	634 00	241,025	480,925	14,585 20	1 88	721,950	262	229	386	337	12,682
Taunton, . . .	3,657	7,314 00	3,223,610	6,122,497	156,848 86	1 60	9,346,107	2,258	929	779	174	24,805
Westport, . . .	679	1,609 23	464,800	993,700	17,443 23	1 09	1,458,500	556	392	764	1,212	28,380
Totals, . . .	21,747	\$45,127 89	\$27,980,583	\$33,090,698	\$987,035 76	-	\$61,071,276	13,710	6,478	8,557	4,549	308,036

Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1866—Continued.

Counties and Towns.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town, purposes, including Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1866.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
DUKES.												
Chilmark, . . .	149	\$298 00	\$87,191	\$239,282	\$3,752 81	\$0 95	\$326,423	125	89	201	3,720	10,124
Edgartown, . .	486	972 00	554,900	576,250	15,136 01	1 24	1,131,150	875	112	250	1,620	15,830
Gosnold, . . .	20	30 00	40,850	89,980	716 93	52	130,830	21	19	62	3,888	8,301
Tisbury, . . .	481	862 00	218,630	454,990	10,777 92	1 60	673,620	329	120	217	2,092	11,850
Totals, . . .	1,086	\$2,162 00	\$901,571	\$1,360,452	\$30,383 67	-	\$2,262,023	850	340	730	11,320	45,605
ESSEX.												
Amesbury, . . .	1,159	\$2,318 00	\$517,901	\$1,264,551	\$25,738 94	\$1 30	\$1,782,452	847	281	323	327	9,256
Andover, . . .	1,231	2,462 00	756,372	1,626,508	41,355 20	1 60	2,382,880	704	819	642	13	18,118
Beverly, . . .	1,482	2,964 00	1,477,000	1,788,250	41,554 37	1 18	3,265,250	897	371	492	21	7,440
Boxford, . . .	230	625 60	234,680	516,930	8,402 78	1 04	751,610	173	142	412	340	14,100
Bradford, . . .	412	824 00	189,298	651,144	13,253 00	1 46	840,442	252	134	343	35	4,534
Danvers, . . .	1,204	2,408 00	769,650	1,509,800	31,129 07	1 26	2,279,450	780	325	570	92	7,620
Essex, . . .	449	898 00	330,536	564,816	13,505 57	1 38	895,852	315	135	309	22	7,919
Georgetown, . .	513	1,123 25	217,300	563,915	16,751 50	2 00	781,215	367	151	283	67	7,530
Gloucester, . . .	2,731	5,462 00	2,473,661	2,901,995	86,096 84	1 50	5,375,656	1,620	340	472	-	10,572

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Groveland, . .	444	\$1,021 20	\$187,585	\$473,578	\$11,994 75	\$1 66	\$661,163	271	123	221	15	5,157
Hamilton, . .	199	398 00	85,223	352,406	6,510 00	1 38	437,629	157	139	312	31	8,180
Haverhill, . .	3,297	7,869 60	2,006,764	3,538,375	117,663 45	1 98	5,545,139	1,530	718	756	270	14,387
Ipswich, . . .	756	1,776 60	515,329	1,048,813	28,883 14	1 41	1,564,142	566	307	641	267	15,603
Lawrence, . .	5,444	10,868 00	4,521,285	9,226,995	196,490 97	1 35	13,748,280	2,117	551	151	—	3,296
Lynn,	4,668	9,336 00	5,853,495	8,892,068	252,637 79	1 65	14,745,563	3,667	528	254	40	4,318
Lynnfield, . .	217	551 18	176,262	380,843	6,594 97	1 07	557,105	148	91	201	—	4,940
Manchester, .	429	858 00	253,275	613,753	10,892 40	1 22	867,028	296	62	95	4	4,268
Marblehead, .	1,954	3,908 00	777,100	1,416,700	44,059 13	1 83	2,193,800	937	244	207	—	2,401
Methuen, . .	744	1,488 00	463,275	1,067,880	22,380 07	1 38	1,531,155	490	247	680	86	13,247
Middleton, . .	196	497 84	82,048	315,359	7,372 98	1 73	397,407	154	81	185	9	8,166
Nahant, . . .	98	196 00	329,075	647,600	7,813 92	78	976,675	107	30	41	—	482
Newbury, . .	270	540 00	233,103	555,739	12,372 48	1 50	783,842	237	161	519	200	12,150
Newburyport, .	3,126	6,252 00	3,834,500	3,379,700	161,357 30	2 15	7,214,200	1,726	395	366	14	3,942
North Andover,	780	2,223 00	672,495	1,216,801	24,700 13	1 19	1,888,796	380	246	605	209	15,431
Rockport, . .	886	1,772 00	432,958	948,724	27,090 47	1 82	1,381,682	529	74	144	19	3,161
Rowley, . . .	300	705 00	83,487	415,190	7,197 36	1 30	498,677	238	169	391	80	10,129
Salem,	4,888	9,776 00	8,631,400	7,556,700	171,657 00	1 00	16,188,100	8,017	360	212	50	3,708
Salisbury, . .	898	1,796 00	564,622	1,119,845	19,644 41	1 04	1,684,467	738	225	410	200	10,876
Saugus, . . .	468	936 00	453,366	895,312	21,166 18	1 50	1,848,673	338	150	214	—	6,277
South Danvers,	1,560	3,120 00	1,839,950	2,173,100	55,289 65	1 30	4,013,050	980	500	522	49	9,026

Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1866—Continued.

Counties and Towns.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town, purposes, including Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1866.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
Essex—Con.												
Swampscott, .	383	\$574 50	\$249,289	\$972,120	\$18,208 76	\$1 20	\$1,221,409	281	117	74	-	1,435
Topsfield, . .	314	628 00	204,769	403,309	6,935 46	99	608,078	184	163	326	152	7,173
Wenham, . .	242	484 00	138,525	349,900	6,540 47	1 24	488,425	167	125	223	70	4,276
West Newbury,	516	1,032 00	322,190	740,700	23,151 35	2 10	1,062,890	360	232	590	298	7,936
Totals, . .	42,488	\$87,711 77	\$39,877,768	\$80,088,919	\$1,541,341 86	-	\$99,966,687	24,970	8,236	12,186	2,980	267,354
FRANKLIN.												
Ashfield, . .	354	\$978 50	\$198,298	\$415,075	\$8,832 81	\$1 04	\$613,373	246	292	518	4,425	23,209
Bernardston, .	240	480 00	123,591	368,900	5,227 18	88	492,491	201	166	297	1,176	13,466
Buckland, . .	475	1,211 25	109,070	444,131	13,611 13	2 25	553,201	294	176	318	1,816	11,333
Charlemont, .	248	480 00	90,470	261,050	8,087 91	2 25	351,420	181	146	291	2,518	16,653
Colrain, . .	384	768 00	200,238	436,500	10,446 70	1 51	636,738	287	270	601	3,431	25,294
Conway, . .	386	772 00	264,569	464,761	9,286 59	1 17	729,330	286	248	508	1,841	22,644
Deerfield, . .	770	1,540 00	419,615	823,095	20,189 21	1 47	1,242,710	535	396	657	919	20,161
Erving, . .	138	391 92	34,288	144,003	3,695 08	2 25	178,291	93	55	101	89	8,571
Gill, . .	165	396 00	141,770	278,970	4,095 06	88	420,740	134	135	353	295	8,316

Greenfield, . . .	851	\$1,702 00	\$735,815	\$1,210,222	\$25,444 37	\$1 22	\$1,946,037	520	336	475	594	10,628
Hawley, . . .	180	360 00	48,831	107,569	3,766 48	2 00	156,400	142	133	245	2,541	17,875
Heath, . . .	149	298 00	66,199	178,070	2,979 52	74	244,269	124	114	230	1,046	14,671
Leverett, . . .	217	434 00	57,850	222,155	5,357 74	1 76	280,005	175	151	254	388	13,198
Leyden, . . .	133	266 00	80,286	191,330	5,601 88	2 06	271,616	109	97	213	1,885	9,828
Monroe, . . .	56	162 96	30,796	51,425	1,055 84	1 28	82,221	41	57	107	354	6,184
Montague, . . .	398	796 00	172,640	442,300	9,000 30	1 30	614,940	277	224	380	215	16,474
New Salem, . . .	280	812 00	76,766	257,866	7,879 72	2 13	334,632	235	155	332	373	17,401
Northfield, . . .	425	850 00	149,591	528,583	9,892 46	1 31	678,174	366	299	478	1,178	19,514
Orange, . . .	606	1,381 68	208,481	440,617	10,044 19	1 33	649,098	372	242	456	687	20,321
Rowe, . . .	136	421 60	52,311	124,095	3,376 44	1 69	176,406	109	95	202	1,515	14,385
Shelburne, . . .	394	1,036 22	188,086	545,584	13,730 22	1 73	733,670	241	191	268	1,982	13,884
Shutesbury, . . .	173	499 08	61,365	156,245	5,905 09	2 45	217,610	154	118	192	185	15,735
Sunderland, . . .	218	436 00	93,255	340,665	7,596 05	1 65	433,920	150	175	370	613	8,141
Warwick, . . .	257	514 00	52,261	176,935	6,426 31	2 50	229,196	191	170	299	477	21,538
Wendell, . . .	161	322 00	32,705	178,597	10,155 47	4 00	211,302	136	92	135	34	18,467
Whately, . . .	322	644 00	282,935	480,059	10,002 87	1 08	762,994	193	230	388	223	11,872
Totals, . . .	8,116	\$17,948 21	\$3,972,082	\$9,268,302	\$221,686 62	-	\$13,240,884	5,792	4,763	8,668	30,800	399,763
HAMPDEN.												
Agawam, . . .	427	\$939 40	\$222,631	\$639,855	\$12,566 68	\$1 90	\$802,486	336	296	777	458	13,081
Blandford, . . .	310	620 00	158,750	358,175	9,087 79	1 58	516,925	240	215	902	1,050	30,783

Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1866—Continued.

Counties and Towns.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town purposes, including Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1866.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
HAMPDEN—Con.												
Brimfield, . . .	335	\$880 80	\$279,711	\$419,005	\$8,251 91	\$1 05	\$698,716	255	223	837	851	20,916
Chester, . . .	301	602 00	132,312	329,794	9,768 84	2 11	462,106	223	185	367	1,099	20,651
Chicopee, . . .	2,103	4,206 00	1,205,750	2,087,629	45,158 54	1 30	3,293,379	1,060	366	465	86	12,750
Granville, . . .	379	758 00	153,582	397,543	6,699 19	1 25	551,125	292	208	698	690	24,205
Holland, . . .	104	208 00	31,644	108,086	2,314 41	1 30	139,730	87	54	94	281	7,340
Holyoke, . . .	1,502	3,004 00	1,237,915	2,260,360	53,729 00	1 45	3,498,275	632	311	375	28	9,317
Longmeadow, . .	359	718 00	262,252	713,983	9,113 97	36	976,235	290	308	572	189	18,379
Ludlow, . . .	285	570 00	117,861	351,117	6,832 37	1 45	468,978	194	226	414	797	18,372
Monson, . . .	660	1,650 00	395,242	784,556	17,976 39	1 40	1,170,798	484	321	573	773	25,977
Montgomery, . .	104	307 91	38,890	137,335	3,128 06	1 60	176,275	63	62	125	297	8,208
Palmer, . . .	774	1,857 60	428,907	797,224	25,157 99	1 90	1,226,131	506	330	511	950	18,370
Russell, . . .	153	306 00	84,436	164,714	4,100 12	1 40	249,150	116	75	158	186	9,081
Southwick, . . .	337	674 00	137,585	447,670	10,463 73	1 50	585,255	250	216	404	534	17,991
Springfield, . .	5,684	11,368 00	4,755,480	10,241,540	275,994 45	1 80	14,997,020	2,995	1,307	606	293	16,866
Tolland, . . .	136	272 00	106,634	185,831	4,074 04	1 30	292,465	103	108	609	355	17,797

Wales, . . .	199	\$463 67	\$90,755	\$189,890	\$5,698 97	\$1 86	\$280,645	127	85	132	292	9,102
Westfield, . .	1,616	3,232 00	1,158,339	2,267,130	56,669 06	1 56	3,425,469	970	666	778	628	25,107
W. Springfield,	541	1,082 00	516,472	1,062,518	27,166 73	1 65	1,578,990	291	259	464	259	9,462
Wilbraham, .	526	1,052 00	190,734	635,254	10,968 87	1 20	825,988	424	353	639	637	23,731
Totals, . .	16,835	\$34,721 38	\$11,705,882	\$24,579,259	\$604,916 11	—	\$36,235,141	9,908	6,174	10,540	10,785	347,986
HAMPSHIRE.												
Amherst, . .	850	\$1,700 00	\$784,441	\$1,554,900	\$27,486 64	\$1 10	\$2,339,341	613	528	796	1,296	15,927
Belchertown, .	624	1,591 20	280,063	839,142	20,644 58	1 70	1,119,205	500	400	801	1,210	32,390
Chesterfield, .	223	446 00	184,038	266,905	8,862 21	2 05	400,943	168	182	362	1,330	18,220
Cummington, .	255	763 00	113,169	241,484	6,369 29	1 56	354,653	219	195	379	1,222	18,780
Easthampton, .	607	1,365 75	896,651	1,298,457	36,419 97	1 60	2,195,108	380	285	317	215	6,584
Enfield, . . .	251	635 03	252,100	286,225	7,332 19	1 30	538,325	190	145	287	190	10,043
Goshen, . . .	95	340 10	41,014	115,115	2,877 19	1 62	156,129	85	87	174	792	10,066
Granby, . . .	250	500 00	109,548	405,412	5,409 72	83	514,960	184	211	533	488	14,417
Greenwich, . .	180	360 00	101,782	178,613	6,075 24	1 70	280,395	131	138	297	378	10,745
Hadley, . . .	585	1,170 00	353,751	998,239	19,421 86	1 35	1,351,990	380	403	516	1,009	18,108
Hatfield, . . .	394	1,036 22	703,263	737,870	14,654 44	99	1,441,133	255	323	280	66	8,910
Huntington, .	254	508 00	119,742	337,620	6,885 30	1 40	457,362	215	142	272	450	15,500
Middlefield, .	201	402 00	175,410	289,540	4,055 72	85	414,950	111	109	160	2,672	14,175
Northampton, .	2,183	4,266 00	2,236,800	3,007,900	69,824 75	1 25	5,244,700	1,131	807	746	347	21,307

Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1866—Continued.

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HAMP.—Con.												
Pelham, . . .	181	\$543 00	\$46,427	\$138,920	\$5,768 48	\$2 83	\$184,747	165	156	231	328	14,356
Plainfield, . .	181	564 72	86,280	171,290	4,170 26	1 40	257,570	134	124	266	1,212	13,080
Prescott, . . .	139	417 00	37,989	176,840	5,714 96	2 47	214,829	125	101	259	255	11,145
South Hadley, .	620	1,444 60	373,755	907,941	15,543 41	1 10	1,281,696	344	258	471	493	9,180
Southampton, .	301	602 00	117,284	404,197	9,351 15	1 65	521,481	223	253	460	594	15,683
Ware, . . .	761	1,522 00	565,400	808,030	25,179 13	1 75	1,373,430	464	347	611	410	17,321
Westhampton, .	142	284 00	86,147	260,936	6,312 63	1 70	347,083	132	142	307	500	15,303
Williamsburg, .	510	1,020 00	565,660	679,403	13,650 65	1 00	1,245,063	350	231	692	1,520	15,580
Worthington, .	249	644 83	108,787	262,045	8,006 38	1 98	370,832	184	186	398	1,964	18,859
Totals, . . .	9,986	\$22,125 45	\$8,289,501	\$14,315,924	\$330,016 15	-	\$22,605,425	6,683	5,753	9,615	18,941	835,679
MIDDLESEX.												
Acton, . . .	398	\$778 00	\$176,144	\$705,110	\$9,527 46	\$0 96	\$881,254	307	234	689	6	11,693
Ashby, . . .	287	574 00	130,821	330,677	8,501 17	1 55	511,498	245	244	496	295	13,979
Ashland, . . .	483	966 00	137,034	515,803	10,879 64	1 50	652,837	258	169	311	3	7,868
Bedford, . . .	228	592 80	96,634	411,574	7,050 92	1 28	508,208	177	148	410	17	7,610

Belmont, . .	395	\$790 00	\$633,259	\$1,377,075	\$30,830 51	\$1 50	\$2,010,334	206	230	248	48	3,264
BillERICA, . .	442	1,038 70	423,920	764,571	12,634 85	97	1,188,491	374	269	486	26	15,235
Boxborough, .	107	214 00	46,497	182,202	3,072 70	1 25	228,699	73	89	375	39	6,405
Brighton, . .	1,098	2,196 00	1,718,848	2,748,651	49,104 73	1 05	4,467,499	549	449	142	-	2,470
Burlington, .	207	414 00	105,468	329,633	5,200 06	1 10	435,096	122	163	290	6	7,204
Cambridge, . .	7,253	14,506 00	10,582,300	17,808,400	389,197 24	1 32	28,385,700	4,591	1,116	332	-	3,000
Carlisle, . . .	157	314 00	68,332	257,278	4,825 21	1 41	325,610	123	112	340	25	8,974
Charlestown, .	6,113	12,226 00	4,577,150	13,619,750	332,491 44	1 76	18,196,900	3,691	1,107	25	-	515
Chelmsford, . .	575	1,150 00	505,954	1,069,823	17,916 28	1 11	1,575,777	400	275	642	28	14,782
Concord, . . .	592	1,184 00	581,837	1,066,691	20,966 28	1 20	1,648,528	356	297	1,085	112	15,196
Dracut,	511	1,533 00	250,850	898,895	15,006 68	1 17	1,149,745	335	286	866	128	14,451
Dunstable, . .	141	865 19	80,233	254,840	4,280 97	1 21	335,073	116	114	382	188	10,205
Frammingham, .	1,066	2,665 00	1,066,120	1,895,850	31,333 04	97	2,961,970	730	439	872	169	14,758
Groton,	836	1,672 00	647,770	1,102,450	18,273 98	88	1,750,220	623	410	825	288	22,773
Holliston, . . .	858	1,716 00	477,344	1,053,808	28,511 16	1 75	1,531,152	534	217	486	5	11,169
Hopkinton, . .	944	2,227 84	498,375	1,157,120	31,202 50	1 75	1,655,495	656	385	602	48	15,564
Hudson,	572	1,144 00	241,646	563,631	15,236 36	1 75	805,277	262	169	266	23	5,649
Lexington, . . .	598	1,196 00	354,410	1,347,245	25,019 18	1 40	1,701,655	402	376	929	8	10,310
Lincoln,	198	623 70	185,855	398,865	6,726 99	1 04	584,720	129	163	540	-	8,844
Littleton, . . .	251	502 00	177,556	459,540	7,397 16	1 30	637,096	200	198	798	83	9,986
Lowell,	8,122	16,244 00	7,282,849	14,701,910	319,633 67	1 38	21,984,759	4,967	1,010	341	-	2,557

Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1866—Continued.

Counties and Towns.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town, purposes, includ- ing Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1866.	Total number of Dwelling-houses.	Total number of Houses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land Taxed in the City or Town.
MIDDLESEX—Con.												
Malden, . . .	1,795	\$4,218 25	\$993,350	\$3,297,292	\$80,591 32	\$1 78	\$4,290,622	1,110	379	284	-	4,535
Marlborough, .	1,531	3,062 00	500,262	1,424,570	41,558 64	2 00	1,924,832	802	858	791	11	12,794
Medford, . . .	1,258	2,516 00	1,715,449	3,301,998	62,725 35	1 20	5,017,447	793	261	227	30	5,120
Methuen, . . .	761	1,940 55	242,310	1,386,502	36,136 73	2 10	1,628,812	450	152	170	4	2,916
Natick, . . .	1,438	2,876 00	846,660	1,865,050	38,263 36	1 60	2,211,710	817	315	437	1	8,820
Newton, . . .	2,297	4,594 00	4,590,724	6,394,835	114,149 59	1 00	10,955,559	1,491	743	612	-	10,027
North Reading,	275	649 00	123,607	409,976	6,661 97	1 14	533,583	202	106	222	19	7,649
Pepperell, . . .	477	954 00	268,553	671,869	11,334 35	1 08	940,427	376	297	590	296	13,433
Reading, . . .	657	1,314 00	275,800	1,000,616	21,226 05	1 56	1,276,416	476	180	294	19	5,738
Sherborn, . . .	281	716 55	273,950	621,715	9,319 51	96	895,665	195	172	548	10	9,934
Shirley, . . .	389	778 00	239,282	513,722	8,524 03	97	794,004	248	210	436	42	9,440
Somerville, . .	2,254	4,508 00	1,067,500	5,984,900	124,398 80	1 70	7,052,400	1,170	449	180	-	1,975
South Reading,	870	1,992 30	534,775	1,264,849	29,569 83	1 55	1,799,624	554	201	221	-	3,828
Stoneham, . . .	994	2,236 50	428,175	1,152,280	33,845 60	2 00	1,580,455	557	202	178	5	3,664
Stow, . . .	416	998 40	210,425	617,220	7,536 49	79	827,645	309	204	615	20	12,371

Sudbury, . .	482	\$984 00	\$406,438	\$802,011	\$11,885 54	\$0 89	\$1,208,449	835	251	701	23	15,855
Tewksbury, .	299	598 00	151,207	579,214	8,194 58	1 00	730,421	237	198	440	124	13,246
Townsend, . .	561	1,122 00	210,604	494,526	12,877 75	1 59	705,130	986	288	458	133	19,859
Tyngsborough,	158	316 00	47,103	250,891	7,653 72	1 25	297,994	136	84	201	140	9,748
Waltham, . .	1,773	3,546 00	1,922,200	3,125,500	64,118 40	1 20	5,047,700	936	503	555	67	7,704
Watertown, .	978	1,956 00	1,095,739	1,949,771	44,593 14	1 40	3,045,510	480	289	160	-	2,132
Wayland, . .	302	604 00	204,408	439,690	7,040 93	1 00	644,098	220	193	496	87	9,154
W. Cambridge,	719	1,438 00	1,116,430	1,858,969	42,312 47	1 40	2,975,399	430	364	184	-	2,986
Westford, . .	486	872 00	285,478	686,701	17,447 08	1 69	972,179	906	226	590	74	18,021
Weston, . . .	319	638 00	444,417	558,516	13,876 72	1 32	1,002,933	218	250	625	33	10,462
Wilmington, .	209	418 00	74,938	386,361	7,619 27	1 56	461,299	198	119	239	10	10,085
Winchester, .	466	982 00	728,579	1,306,409	31,456 82	1 50	2,034,988	326	170	141	-	3,465
Woburn, . .	2,116	4,232 00	2,239,478	3,197,577	72,200 35	1 25	5,487,055	1,117	456	352	-	7,782
Totals, . .	56,943	117,821 78	\$52,296,027	110,109,922	\$2,371,428 52	-	\$162,405,949	35,296	16,339	23,725	2,693	486,654
NANTUCKET.												
Nantucket, . .	1,091	\$2,182 00	\$1,299,498	\$710,762	\$32,325 00	\$1 50	\$2,010,260	750	200	379	1,622	10,156
NORFOLK.												
Bellingham, .	334	\$668 00	\$112,643	\$389,350	\$9,968 28	\$1 82	\$501,993	239	173	308	5	10,958
Braintree, . .	969	1,938 00	568,119	1,158,020	25,413 49	1 36	1,726,139	613	265	295	60	8,097
Brookline, . .	1,216	2,432 00	4,977,100	5,198,700	104,190 00	1 00	10,175,800	706	524	284	-	4,084

Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1866—Continued.

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NORFOLK—Con.												
Canton, . . .	819	\$1,638 00	\$825,980	\$1,367,590	\$27,083 73	\$1 16	\$2,193,570	545	254	308	35	11,630
Cohasset, . .	543	1,086 00	709,814	753,755	21,319 77	1 28	1,463,569	423	128	192	296	5,802
Dedham, . .	1,829	3,658 00	1,652,317	3,095,428	60,630 88	1 20	4,747,745	1,099	580	952	-	19,323
Dorchester, .	2,856	5,712 00	5,549,000	8,588,900	141,379 00	1 00	14,137,900	1,791	995	539	2	6,311
Dover, . . .	160	428 80	65,331	267,057	5,587 82	1 55	332,388	123	135	267	6	8,782
Foxborough, .	678	1,356 00	816,210	932,160	16,026 22	1 11	1,248,370	530	267	303	19	11,863
Franklin, . .	554	1,108 00	508,920	673,725	16,286 57	1 28	1,182,645	409	278	472	7	17,433
Medfield, . .	267	667 50	117,019	441,047	6,273 27	1 05	558,066	212	148	352	6	7,892
Medway, . .	794	1,588 00	335,935	889,020	24,708 77	2 00	1,224,955	557	292	640	86	13,095
Milton, . . .	690	1,380 00	1,928,500	2,088,500	39,839 64	1 00	4,017,000	500	384	450	17	8,195
Needham, . .	747	1,494 00	604,645	1,422,819	33,933 40	1 60	2,027,464	502	341	467	24	13,878
Quincy, . . .	1,621	3,242 00	1,409,050	2,646,550	55,964 80	1 30	4,055,600	1,117	484	546	-	8,960
Randolph, . .	1,503	3,006 00	1,436,630	1,379,130	45,242 40	1 50	2,815,760	959	313	318	18	10,308
Roxbury, . .	6,237	12,474 00	7,759,600	17,769,000	420,931 60	1 60	25,528,600	3,755	1,033	266	2	2,138
Sharon, . . .	374	748 00	178,647	549,480	12,397 13	1 38	728,127	267	160	349	5	14,636

Stoughton, . .	1,170	\$2,772 90	\$526,838	\$1,225,915	\$36,643 26	\$1 92	\$1,752,753	843	295	391	28	12,043
Walpole, . .	545	1,090 00	271,378	778,607	17,071 81	1 55	1,049,985	373	264	519	81	11,357
W. Roxbury, .	1,680	3,860 00	4,001,000	5,877,800	116,351 89	1 03	9,878,800	1,114	639	377	139	6,843
Weymouth, . .	2,226	4,452 00	1,968,847	2,154,716	66,305 45	1 50	4,123,563	1,398	528	429	—	9,594
Wrentham, . .	714	1,768 58	319,004	976,354	17,773 94	1 24	1,295,358	583	330	673	148	25,485
Totals, . .	28,526	\$58,062 78	\$36,142,527	\$60,623,623	\$1,321,323 12	—	\$96,766,150	18,658	8,810	9,697	984	248,657
PLYMOUTH.												
Abington, . .	2,325	\$5,301 00	\$929,334	\$2,392,585	\$81,871 52	\$2 30	\$3,321,919	1,433	556	604	33	14,471
Bridgewater, .	958	1,916 00	782,219	1,253,840	45,264 14	2 16	1,986,059	577	340	469	173	15,908
Carver, . . .	271	542 00	154,254	305,729	7,802 25	1 53	459,983	220	121	243	242	18,408
Duxbury, . .	668	1,583 16	287,975	715,500	15,887 94	1 43	1,003,475	499	260	266	91	12,980
E. Bridgewater,	803	1,606 00	242,275	820,591	21,246 01	1 82	1,062,866	569	273	369	17	11,351
Halifax, . . .	302	404 00	55,336	310,135	5,090 32	1 20	365,471	150	91	196	55	9,043
Hanover, . . .	435	870 00	322,198	419,053	14,204 26	1 75	741,251	305	169	260	188	9,312
Hanson, . . .	339	949 20	94,455	373,092	10,068 26	1 64	467,547	268	253	180	32	8,965
Hingham, . .	1,105	2,210 00	831,235	1,736,977	28,710 75	1 02	2,568,212	830	337	388	990	12,918
Hull,	72	185 76	23,012	145,588	2,664 51	1 40	168,600	64	22	31	114	1,326
Kingston, . .	418	836 00	573,860	550,808	11,857 75	98	1,124,668	325	149	218	99	10,218
Lakeville, . .	332	813 40	101,530	428,166	6,911 54	1 15	529,696	216	161	295	276	17,330
Marion, . . .	259	518 00	164,900	295,733	6,749 38	1 35	460,633	197	75	117	29	7,165
Marshfield, . .	471	942 00	142,976	571,907	11,581 49	1 32	714,883	395	198	430	361	15,964

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PLYM'TH—Con.												
Mattapoisett, .	383	\$766 00	\$112,605	\$440,466	\$7,126 07	\$1 15	\$553,071	310	95	171	70	9,539
Middleborough,	1,264	3,134 72	420,390	1,626,050	31,618 04	1 40	2,046,440	841	510	788	491	37,538
N. Bridgewater,	1,703	3,406 00	651,839	1,649,187	47,121 49	1 90	2,301,026	1,057	452	434	8	12,054
Pembroke, .	410	1,025 00	123,652	432,901	12,262 80	1 98	556,553	320	210	274	210	12,625
Plymouth, .	1,373	2,746 00	1,103,225	1,893,975	60,292 24	1 92	2,997,200	941	316	415	477	46,641
Plympton, .	281	590 24	51,904	253,788	6,848 70	1 89	305,692	187	110	194	45	8,502
Rochester, .	315	630 00	100,689	390,538	6,883 59	1 30	491,227	242	166	327	357	17,600
Scituate, .	664	1,527 20	263,444	728,899	17,305 36	1 59	992,343	465	250	384	499	9,786
South Scituate,	440	880 00	229,359	572,255	14,906 02	1 72	801,614	371	215	257	224	12,275
Wareham, .	637	1,274 00	363,233	572,346	17,916 20	1 80	935,579	460	168	257	119	18,910
W. Bridgewater,	471	942 00	199,619	586,813	11,173 11	1 80	786,432	312	221	354	29	9,688
Totals, . .	16,549	\$35,597 68	\$8,275,518	\$19,466,922	\$502,863 74	—	\$27,742,440	11,554	5,718	7,921	5,229	360,467
SUFFOLK.												
Boston, . . .	84,192	\$68,384 00	\$189,595,130	\$225,767,215	\$5,468,094 48	\$1 30	\$415,362,345	18,821	5,506	178	—	2,873
Chelsea, . . .	3,324	6,648 00	1,368,500	6,888,400	171,786 00	2 00	8,256,900	2,425	496	98	—	1,017

North Chelsea, .	245	\$490 00	\$141,325	\$744,150	\$14,303 50	\$1 56	\$885,475	140	148	176	-	3,345
Winthrop, . .	192	384 00	70,844	305,227	8,957 56	2 20	376,071	107	69	44	-	884
Totals, . .	37,953	\$75,906 00	\$191,175,799	\$233,704,992	\$5,668,141 54	-	\$424,880,791	21,493	6,219	491	-	8,119
WORCESTER.												
Ashburnham, .	607	\$1,626 76	\$280,920	\$616,645	\$15,696 34	\$1 66	\$847,565	410	265	447	203	22,494
Athol, . . .	828	1,987 20	382,359	812,200	20,375 06	1 54	1,194,559	552	341	416	250	18,760
Auburn, . . .	241	482 00	129,166	336,499	6,807 08	1 34	465,665	153	103	322	147	9,619
Barre, . . .	701	1,815 90	598,400	1,209,070	28,299 76	1 47	1,807,470	490	426	1,568	403	27,005
Berlin, . . .	273	750 75	124,467	309,785	8,083 90	1 73	434,252	200	152	370	81	7,765
Blackstone, . .	1,216	2,432 00	734,993	1,289,660	25,513 05	1 14	2,024,653	571	216	277	12	9,479
Bolton, . . .	426	852 00	155,405	498,925	12,454 51	1 94	649,380	286	262	531	133	12,736
Boylston, . . .	201	402 00	121,016	374,870	8,840 29	1 68	495,886	156	140	345	40	11,549
Brookfield, . .	678	1,356 00	390,540	727,220	18,568 29	1 66	1,117,760	395	257	412	453	14,104
Charlton, . . .	498	1,329 56	291,520	644,990	18,093 18	1 79	936,510	403	329	796	470	25,878
Clinton, . . .	1,017	2,034 00	685,129	1,296,288	29,735 28	1 45	1,981,417	472	144	136	-	3,715
Dana, . . .	201	490 44	77,830	183,020	8,922 81	3 23	260,850	170	118	214	168	10,788
Douglas, . . .	616	1,232 00	204,654	689,391	16,267 00	1 65	894,045	358	97	808	39	18,428
Dudley, . . .	535	1,070 00	299,707	639,440	11,731 49	1 05	939,147	273	227	446	277	12,994
Fitchburg, . .	2,286	5,137 86	2,056,686	2,918,310	95,287 79	1 80	4,974,996	1,214	588	548	144	16,692
Gardner, . . .	742	1,817 90	426,120	648,116	19,208 37	1 61	1,074,236	472	205	977	95	12,542

Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1866—Continued.

Counties and Towns.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town purposes, including Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1866.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
Worcester—Con.												
Grafton, . . .	996	\$1,992 00	\$526,292	\$1,094,840	\$22,774 80	\$1 28	\$1,621,182	617	320	737	141	13,690
Hardwick, . . .	496	1,364 00	428,238	662,600	14,126 75	1 17	1,090,838	238	337	1,406	187	23,134
Harvard, . . .	369	1,003 68	270,185	642,545	11,895 72	1 24	912,730	287	276	962	85	15,961
Holden, . . .	449	1,055 15	250,070	659,980	11,611 11	1 16	910,000	353	281	504	295	21,162
Hubbardston, .	390	1,053 00	184,046	541,960	12,225 97	1 54	726,006	818	256	1,045	329	24,524
Lancaster, . . .	379	758 00	317,722	625,903	13,760 50	1 38	943,625	835	271	555	62	16,150
Leicester, . . .	724	1,448 00	912,846	829,408	20,433 26	1 10	1,742,254	453	332	454	58	14,561
Leominster, . .	943	1,886 00	659,457	1,248,406	28,596 08	1 40	1,907,863	618	377	831	44	17,685
Lunenburg, . .	317	792 50	165,081	549,805	9,458 30	1 21	714,886	254	247	522	94	16,957
Mendon, . . .	305	692 53	188,803	479,198	5,400 29	68	668,001	230	136	325	44	10,750
Milford, . . .	2,432	4,864 00	1,308,666	2,498,400	63,878 19	1 55	3,807,066	1,254	504	550	5	11,896
Millbury, . . .	941	1,882 00	721,629	988,780	25,827 72	1 40	1,710,409	447	273	377	120	9,045
New Braintree,	162	822 66	167,279	362,655	10,222 94	1 77	529,934	127	142	1,033	77	13,494
Northborough, .	396	930 60	371,122	696,893	15,284 06	1 33	1,068,015	268	193	568	75	10,966
Northbridge, .	714	1,428 00	545,723	638,253	22,187 44	1 73	1,183,976	330	170	299	20	10,543

N. Brookfield, . .	700	\$1,645 00	\$447,877	\$845,460	\$17,618 46	\$1 23	\$1,293,337	404	274	518	82	12,693
Oakham, . .	237	642 00	80,728	248,353	5,982 73	1 62	329,081	188	157	443	168	12,754
Oxford, . . .	740	1,480 00	410,584	804,650	22,345 44	1 80	1,215,234	487	266	473	199	15,702
Paxton, . . .	184	500 48	79,381	216,222	5,193 65	1 58	295,603	143	129	250	171	8,400
Petersham, . .	336	873 60	198,781	469,171	9,919 57	1 35	667,952	292	246	791	369	23,691
Phillipston, . .	178	473 48	67,422	218,040	5,078 10	1 61	285,462	139	123	320	151	14,260
Princeton, . .	309	945 54	214,712	567,284	12,949 57	1 55	781,996	246	242	626	340	22,056
Royalston, . .	365	945 35	304,734	456,429	8,176 45	95	761,163	281	202	459	410	26,880
Rutland, . . .	267	902 46	128,763	403,805	9,750 20	1 66	532,568	222	205	543	589	21,499
Shrewsbury, .	430	860 00	346,380	709,940	12,675 84	1 20	1,056,320	311	263	632	86	12,831
Southborough, .	469	1,125 60	400,948	776,698	13,491 72	1 05	1,177,646	338	226	720	57	9,335
Southbridge, .	948	1,896 00	787,778	1,128,615	30,641 90	1 50	1,916,393	430	303	465	312	12,277
Spencer, . . .	777	1,554 00	484,405	928,150	24,154 88	1 60	1,412,555	455	340	702	345	20,465
Sterling, . . .	434	863 00	329,554	727,536	11,012 01	96	1,057,090	351	281	833	146	18,045
Sturbridge, . .	450	900 00	213,756	609,290	8,390 09	91	828,046	330	252	540	712	22,636
Sutton, . . .	633	1,266 00	339,880	794,390	15,272 37	1 05	1,134,270	415	332	580	164	19,000
Templeton, . .	686	1,715 00	338,159	633,931	20,126 22	1 98	972,090	442	304	465	219	19,224
Upton, . . .	518	1,243 20	192,708	569,699	12,969 56	1 54	762,397	320	215	369	60	12,328
Uxbridge, . .	709	1,418 00	679,728	1,019,609	20,492 57	1 10	1,699,337	424	255	496	115	17,269
Warren, . . .	614	1,228 00	326,944	851,120	18,209 17	1 45	1,178,064	370	216	945	311	15,875
Webster, . .	965	1,930 00	523,588	711,145	21,888 64	1 55	1,234,733	362	189	228	22	7,511

Aggregates of Polls, Property, Taxes, &c., as assessed May 1, 1866—Concluded.

Counties and Towns.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town purposes, including Highway Tax.	Rate of Total Tax, per \$100.	Total Valuation, May 1, 1866.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
Worcester—Con.												
Westborough, .	772	\$1,647 04	\$451,568	\$1,009,872	\$22,150 47	\$1 39	\$1,461,440	456	314	889	10	11,988
West Boylston,	511	1,022 00	199,742	624,082	13,379 36	1 50	823,824	363	204	417	64	8,219
W. Brookfield,	386	772 00	185,981	495,590	10,147 73	1 20	681,571	286	192	518	80	12,141
Westminster, .	426	852 00	179,523	532,008	12,340 93	1 58	711,531	333	257	561	444	21,276
Winchendon, .	850	2,125 00	559,449	756,503	18,442 98	1 24	1,315,952	511	321	439	360	24,067
Worcester, . .	7,892	15,784 00	8,401,300	14,198,550	377,381 60	1 60	22,599,850	3,292	1,437	1,179	195	21,096
Totals, . .	42,865	\$93,402 24	\$30,800,439	\$57,015,187	\$1,391,699 49	-	\$87,815,576	24,885	15,730	33,082	10,732	908,584

RECAPITULATION.

C O U N T I E S.	Total number of Polls.	Total Tax on Polls.	Total Value of Personal Estate.	Total Value of Real Estate.	Total Tax for State, County, City, and Town purposes, including Highway Tax.	Total Valuation, May 1, 1866.	Total number of Dwelling-houses.	Total number of Horses.	Total number of Cows.	Total number of Sheep.	Total number of Acres of Land taxed in the City or Town.
Barnstable, . .	8,868	\$16,848 75	\$6,596,658	\$7,116,861	\$261,226 67	\$18,713,519	6,744	2,246	8,442	1,604	159,290
Berkshire, . .	14,440	31,795 43	10,958,445	19,591,435	434,650 82	30,549,880	9,146	8,148	16,881	55,349	539,654
Bristol, . . .	21,747	45,127 89	27,980,583	38,090,698	987,035 76	61,071,276	18,710	6,478	8,557	4,549	308,036
Dukes, . . .	1,086	2,162 00	901,571	1,360,452	30,383 67	2,262,023	850	340	780	11,320	45,605
Essex, . . .	42,488	87,711 77	39,877,768	60,088,919	1,541,841 86	99,966,687	24,970	8,236	12,186	2,980	267,350
Franklin, . .	8,116	17,948 21	8,972,082	9,268,802	221,686 62	13,240,884	5,792	4,763	8,668	30,800	399,763
Hampden, . .	16,835	34,721 38	11,705,882	24,579,259	604,916 11	36,285,141	9,908	6,174	10,540	10,785	347,986
Hampshire, . .	9,986	22,125 45	8,289,501	14,315,924	330,016 15	22,605,425	6,683	5,753	9,615	18,941	335,679
Middlesex, . .	56,943	117,821 78	52,296,027	110,109,922	2,371,428 52	162,405,949	35,296	16,389	28,725	2,693	486,654
Nantucket, . .	1,091	2,182 00	1,299,498	710,762	32,325 00	2,010,260	750	200	379	1,622	10,156
Norfolk, . . .	28,526	58,062 78	36,142,527	60,623,623	1,321,323 12	96,766,150	18,658	8,810	9,697	984	248,657
Plymouth, . .	16,549	35,597 68	8,275,518	19,466,922	502,863 74	27,742,440	11,554	5,718	7,921	5,229	360,467
Suffolk, . . .	37,953	75,906 00	191,175,799	233,704,992	5,663,141 54	424,880,791	21,493	6,219	491	-	8,119
Worcester, . .	42,865	93,402 24	30,800,439	57,015,137	1,391,699 49	87,815,576	24,885	15,730	33,082	10,732	908,584
Totals, . . .	306,993	\$641,413 86	\$430,272,298	\$651,043,703	\$15,694,039 07	1,081,316,001	190,439	96,154	145,914	157,588	4,426,000

NOV. 27, 1968

